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The Hongkong Telegraph

FOUNDED 1861
No. 21,209

六拜禮 號六十二月九英港香 SATURDAY, SEPTEMBER 26, 1925. 日九初月八

Present prices of the SINGLE-SIX 5-passenger PACKARD CARRIAGES are as shown below:

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STRIKE RUMOUR.

MAY END IN TWO WEEKS.

CANTON REPORTS.

It is reported that a private telegram from Canton was received last night to the effect that the Canton Government has given its tacit approval for calling off the strike within two weeks.

This report follows close on a recent speech by Wang Ching-wai, at a dinner given to the members of the General Chamber of Commerce, the Merchants' Guilds, the Labour Union and the Strike Committee at the Wai-chow Guild a few days ago, when a possible change of attitude, on the part of the Government was forecasted. In outlining the policy of the Government in respect of its reconstruction on a sound basis, great emphasis was laid by the speaker on the prime necessity of an early restoration of trade and economic conditions of the province.

Taking this hint that the Government might change its attitude towards the strike, the Strike Committee called a meeting of the various Guilds and Unions to discuss the advisability of calling off the strike, and the result is said to have been in favour of this course. Acting upon this resolution, the Strike Union is said to have sent out notices to Hongkong, Macao and its numerous branches throughout the Province to send representatives to Canton to confirm the resolution and to agree upon such terms and conditions as will serve best to protect the interests of the labourers.

A CONTRARY STORY.

In contrast to the above story is the information received in well-informed commercial circles here, which is to the effect that a last-minute tightening up of the boycott and obstruction is being attempted by the strike leaders of Canton. Certain instances of this have been reported, and it is hazarded that the large numbers of Chinese who have come down to Hongkong during the past two or three days are not by any means all returning workers but include a proportion of strike agents who have been sent down here by their Canton leaders to disseminate ideas which will lead to a lessened desire to end the present impasse. The firing by strike pickets on the s.s. Honam's passengers is quoted as being anything but a display of friendliness, and a Telegraph representative has been informed by a European who has just arrived here from Canton that, according to the latest Shamen accounts, strikers orders have been given to prevent Chinese in Canton from travelling to Hongkong.

CUSTOMS STAFF.

CANTON EMPLOYEES WANT INCREASE.

The Chinese staff of the Maritime Customs at Canton, it is reported, has petitioned the Commissioner of Customs for an increase in wages on account of the high cost of living. The Commissioner is said to have taken a sympathetic view of the petition, and to have telegraphed to the Inspector-General of Customs at Peking for instructions. It is stated that a reply from Peking has been received, ordering an increase be made temporarily on the scale of a 20 per cent. increase for wages under \$30 per month, and 10 per cent. for wages over \$30.

It is reported that the Chinese staff is not satisfied with the concession made by the Inspector General, and is now agitating for a higher increase on a permanent basis.

SWATOW STUDENTS.

DETAINED BY POLICE.

Photographs Of Lenin.

Five Chinese from Shan Mei, describing themselves as students, were detained by the police on the waterfront yesterday when searchers found in their possession documents of a suspicious nature.

Examination of books they carried revealed pages and pages of writing alleged to be of a seditious nature, and amongst them were photographs of Lenin.

Interrogated, one of the party said that they had come down from Shan Mei because of the fighting between Chan Kwong-ming and the Canton forces, and they felt that the new party in power would not be over-fond of students. He said that they were trying to get to Canton in order that they might continue to go to school.

The books in their possession they described as scrap books.

It is believed that the men are amongst those who were at the back of the trouble in Swatow, and when the anti-Red forces took over control of the city they walked to Shan Mei with the object of getting to Canton.

The men, we understand, are still under detention.

RAILWAY ROBBERY.

"KOWLOON STATION INCIDENT."

Police officials, when seen today, confirmed the report given in this morning's papers to the effect that armed robbers broke into the shroff's office in the Kowloon Railway Station building, last night, and carried away receipts amounting to \$1,300, after first binding and gagging the comprador.

The affair occurred shortly before seven o'clock and was planned with strict regard to the timetable of the trains from Shum-chun. The evening train had come in and the railway station had been clear of incoming passengers before the coup was carried out. The comprador was held up in his office by five men armed with revolvers, and it then became a comparatively easy matter to carry out their task of rendering the comprador helpless and ransacking the office, without being disturbed.

Ten minutes after their departure, the comprador, his arms still bound, rushed out and gave the alarm. The police on arrival carried out a rigorous search, but the robbers by this time had made good their escape in an unknown direction.

BIG GOLF PRIZE.

COMPSTON THE WINNER.

London, Sept. 25. Playing at Rickmansworth, in the News Of The World £1,000 golf competition final, over thirty-six holes, Compston (North Manchester) beat Gadd (Roohampton) by three up and one to play. —*Reuter.*

SHIPPING STRIKE.

MORE BIG BOATS SAIL.

Cape Town, Sept. 25th. The s.s. Edinburgh Castle and Guildford Castle have sailed, the former being wholly manned by her original crew and the latter partially manned. —*Reuter.*

SOVIET DELEGATION IN JAPAN.

UNDER POLICE PROTECTION.

Tokyo, Sept. 25. The Soviet labour delegation has gone to Osaka under police protection. —*Reuter.*

TRADE LOAN.

INCREASE OF CHINESE CONFIDENCE.

QUESTION OF ISSUE.

Commercial circles in town this morning are full of comment on the proposed Government trade loan, and there is a healthy optimism and confidence in the future. The Chinese, particularly, are gratified at the Government's action, and it is not a little significant that, following the spread of the news yesterday afternoon, quite a fair amount of cargo was cleared from godowns. It is unquestionable that the Government's announcement has produced a very much healthier tone generally.

There has not yet been time for any details to be worked out, but in all probability (so the Telegraph was reliably informed this morning) a clearing house or bureau will be set up through which all applications for financial assistance will be made and investigated. It is a mistake for European traders to think that they will not be able to benefit by the loan. Although the deputation to the Government was a Chinese deputation, the funds will be made available to all commercial classes. At least, so it is hoped and believed.

In some circles it is thought that the loan will be issued here in the form of bank notes and that the banks will have to increase their reserves of silver dollars and bar silver to cover such note issue. In such a case the loan could not be issued at a rate faster than the banks could make their covering arrangements. Contrariwise, it is thought by others that the cash will be kept in London against which notes will be issued here and that there is no need for an influx of bullion. The confidence of the Chinese in the leading foreign banking institutions is proved by the fact that large quantities of money are hoarded by the Chinese in bank note form, and that all idea of a loss of confidence and a "run" on note-issuing banks can be scouted.

There is general agreement that it will take some time yet to get matters sufficiently under way for the actual advancement of cash against securities. A CORRESPONDENT'S VIEWS.

Sir,—"Your correspondent, 'British Merchant,' writing on the matter of a loan to Chinese merchants, does not, I consider, sufficiently stress the point of the inadvisability of our Government ever considering the proposition as it stands. What is wrong with our Government and financial institutions? We constantly hear of the necessity of 'trade resumption.' Of late, since the strike, these words have meant, if coming from the Chinese, movement of native goods. Instance the rice shipments, etc., that went to Canton. Were there any European-made goods forwarded or efforts made by the Chinese traders to clear their commitments with Europeans? Surely, the least instructed in trade realise that the foreign merchants, through the banks, finance legitimate trade for the Chinese merchants—when times or markets are bad cargo is invariably left on the hands of the European firms to carry. Consequently, as times now are bad and cargo is being 'carried,' the only sane course to adopt is to give financial assistance to the Europeans, who in turn, could then give like assistance to the Chinese. This will ensure movement of trade in British and continental manufactured goods, if the plea of these Chinese

AMERICAN WAR DEBTS.

AN AGREEMENT WITH LATVIA.

The French Negotiations.

Washington, Sept. 25. Mr. A. W. Mellon, Secretary of the Treasury, announces that an American-Latvian agreement for the settlement of Latvia's war debt to the United States has been signed. The total debt of \$5,775,000 will be funded into bonds which will mature serially over a period of sixty-two years and bear interest of three per cent. until December, 1922, after which they will bear 3½ per cent. —*Reuter's American Service.*

Washington, Sept. 25. Although there is no indication available of what is going on behind the scenes, the greatest activity was evident to-day in the debt funding negotiations. After a joint meeting, each delegation met separately in neighbouring apartments, the advisers to both groups continually passing backwards and forwards between the rooms. —*Reuter's American Service.*

Paris, Sept. 25. There is a more optimistic tone in the newspaper editorials as regards the debt funding proposals, due to the opening speeches, which are described as cordial and sincere. —*Reuter.*

CANTON FINANCES.

BOND ISSUE CANCELLED.

It is stated that the proposed issue of the \$2,000,000 Treasury Bonds, recently approved by the Canton Government, has now been cancelled in consequence of the dismissal of Li Ki-hung, the Finance Commissioner.

Sung Tse-ven, the new commissioner, who also holds the post of Secretary of Commerce, has now come forward with a scheme approved by the Executive Council, to offer to the public the gambling monopoly, under sealed tenders, to relieve the financial stringency in the coming autumnal festival.

merchants is sincere when they say that trade resumption is required but lack of cash the obstacle.

As the loan stands now, money is to be advanced to Chinese traders, and, as sure as God made little apples, that money will be used and go towards moving native products, particularly as excises will assuredly be advanced by these native traders that they cannot sell or ship their European goods into the interior without chance of boycott or confiscation.

The result, if this occurs, will be that the Chinese will be helped over the difficult times and the Europeans "go to the wall" and become bankrupt. The Banks are quite safe with the present loan and one can quite understand their willingness to support it. Money will be available whether used for native trade, share or land speculation as these all bring grist to the Banks, but the Government should look further and try to help, through their own merchants, future trade developments and support increased British exports before assisting the Chinese.

British exports in the East can only come and does always result from the efforts of their own people. Therefore, let us not be hoodwinked by the loose expression "trade resumption" if it means "native goods," but if the words are rigidly applied and affect "British and European goods" let that money first percolate through the European merchants, or let the Government make some condition whereby advances will be made to Chinese merchants pro rata to their clearances of goods from European firms which are now choking the godowns of Hongkong. —*Yours, etc.,* —*TRADE.*

Hongkong, September 25th, 1925.

OUR FINANCES.

FIGURES FOR HALF YEAR.

SMALLER BALANCE.

The financial position of the Colony up to the end of June last is now revealed in a statement which appears in the Government Gazette. This shows that the credit balance on June 30th was \$10,210,211, as compared with \$11,516,789 at the end of May.

The total revenue for June month was \$1,643,722 (compared with \$2,105,441 for the same month last year), whilst the expenditure was \$2,950,280 (compared with \$1,816,385 last year).

The estimated total revenue for the year 1925 is given at \$21,812,700, and at the end of the half-year the amount actually obtained was \$10,904,327, this comparing with \$13,171,560 for the same period in 1924. The biggest decrease in revenue for the six months, compared with last year, is in respect of licences and internal revenue, which show a shrinkage of more than a million dollars. Land sales for the half-year produced \$440,399, as against \$1,536,439 in 1924.

The estimated expenditure for the whole of 1925 is put at \$30,463,611, and up to the end of June there had been spent a sum of \$13,802,165, compared with \$10,949,536 for the first half of 1924. On a year's estimate of \$9,187,200, there was spent on Public Works Extraordinary up to the end of June \$4,078,196, this comparing with \$1,952,757 for the same period last year. There were also increases under several other heads, whilst a new item of over a quarter of a million dollars is shown in respect of Port Works Extraordinary.

MOROCCAN WAR.

PREPARATORY OFFENSIVE DEVELOPING.

Madrid, Sept. 25. An official message says the Spanish casualties in the successful operations of Sept. 23rd were six officers and 70 men killed and 16 officers and 500 men wounded, the majority being native soldiers. A communiqué describes the foregoing losses as small compared with the success achieved. —*Reuter.*

Fez, Sept. 25. It is announced that the French position at Kifane has been extended by the occupation of the heights of Jebel-Rucun, thus the centre of interest has moved from the west to the east front. The operations were preceded by a night-long bombardment, the advance extending for three miles east of Kifane. It started before dawn and, completely surprised the moors, who fled, leaving two guns and some ammunition. The Rif's later counter-attack at Kunsun but were driven off by artillery and aerial bombardment.

As regards the coming offensive, Paris messages state that the newspapers learn the French will abandon the method of attacking after methodical artillery preparation in favour of exerting pressure at numerous points, which promises more substantial results. It is pointed out that while the success of the Spanish landing at Alhucemas largely depends on future French operations, the possibility of a rapid French advance northwards to Ajdir is ruled out owing to the risk of large forces being isolated. —*Reuter.*

The Observatory report says there are indications of a depression or typhoon north of Yap. The forecast for the 24 hours ending at noon to-morrow is: East winds, moderate; fine.

Bulls and Innors

From the Office Butts.

We understand that Easma's "Big Fish" suddenly made a "cold flop" in the bar the other evening, seriously stinging the honorary secretary for a whisky-soda.

The inventor of the banana fritter has just died in Canton. As he reached the age of almost eighty, he seems nearly to have lived down his crime.

We like those aerial stunts, but we're not greedy. Why not give our Canton friends a free show now and then?

It looks as if China is going to keep right on being insulted, no matter what happens.

Signs of Normality: The tar boiler has given another performance outside the Hongkong Hotel.

We are authorised to contradict the rumour that the Peak Male Voice Choir have been specially requested to repeat last Saturday night's success at the Peak Hotel.

The worst of our Home politicians is that they don't know an Empire-builder when they hear him.

Things are getting so quiet in Canton that those not shot at can snatch a little sleep every other night.

Children brought up like hot-house plants usually blossom out into blooming fools.

We find the Moroccan question is not suitable for discussion in public bars, owing to the difficulty with some of the names. We know of one maddened linotype operator under restraint.

Howace approves the abolition of extortwattowituality.

A play in one act:—Anti-Reds: "Swat!" Reds: "Ow!"

You may have the cat in Victoria Gaol, but it's poor company.

Credit in Hongkong is frozen at present, which no doubt accounts for the icy stare we get when we call at the bank.

Talking of "big fish," one species we met the other day was horn-rimmed and forgot to return a borrowed bathing costume.

In order that future generations may know we were once prosperous, it is suggested that a public benefactor presents the museum with a model of a "three piece" ricksha complete with mummified occupant and coolies.

Some people have been Russian into print lately.

Our Chinese merchants seem to be playing a loan hand these days.

Over one thousand tourists are expected here early in the New Year. No doubt, the Canton Government will arrange for a sufficient supply of collars to go round.

Even if public schools inoculate "tone," they occasionally turn out "flats."

Canton strikers are behind the times. They should have fixed up with Ray to sell the movie rights.

One of these days our friends in the Delta will fire on a Lithuanian and then there will be intervention.

What China needs at the moment isn't a Conference but a referee.

It certainly would appear that Chang Tse-lin has completely recovered from his recent death.

The most significant feature of China's legal code is its elasticity.

What China badly needs is a sanaiatist who can cure strike fever.

On one of our bathing beaches recently, a young lady was heard to ask her friend to look and see if she had her bathing costume on.

When Hongkong's anglers return from the proposed fishing trip, the most difficult thing will be to decide what to say.

Sickness in Hongkong costs about \$100,000 a year. It isn't worth it.

A man we know took poison whilst in Shanghai. But there may have been other reasons.

Naturally they are called Public Schools because they aren't.

Some folk have all the luck. A Singapore man got run over by a motor-car the day before his wedding.

Canton is about three and a half days behind schedules in its weekly change of officials.

Lots of Hongkong folk at present are working at intervals.

The mosquito bites the hand that feeds him.

The only B. A. lots of our public school boys think about is the Batting Average.

Of course Kwangtung can get along without missions, if it keeps going on the way it is.

Indignation endureth for a day, but diplomacy goeth on for ever.

If music is the language of love, saxophone players are out of luck.

These motors and tramcars seem determined to fight out the question of the right to the road.

The road crossing puzzle gets harder every day.

It's all very well to discuss extra-territoriality and disarmament but what we want to know is whether it's correct to serve cabbage with roast chicken.

You may be tired of drifting, but be thankful you are still floating.

These days at various bars in the Colony the expenditure of speech is too great for the income of ideas.

Hongkong folk contemplating marriage will regret to hear that the rice crop is good this year.

Trouble about living from hand to mouth is that there's usually nothing in the hand.

One way to discourage this craze for dancing is to make all ladies perform only with their husbands.

The crux of the China situation, according to some Home writers, is the Chinese.

When winter comes will our bills be far behind?

After Chamberlain's recent times, we may anticipate China being called our debtor half.

The Telegraph on Thursday referred to a well-known race merchant having been appointed a permanent member of the Po Loung Kuk. Wouldn't it have been more appropriate if he had been made a Steward of the Jockey Club.

There was something appropriate in the fact that at last night's meeting of Hongkong Scotmen a resolution should have been proposed and seconded, respectively by Black and Whyte.

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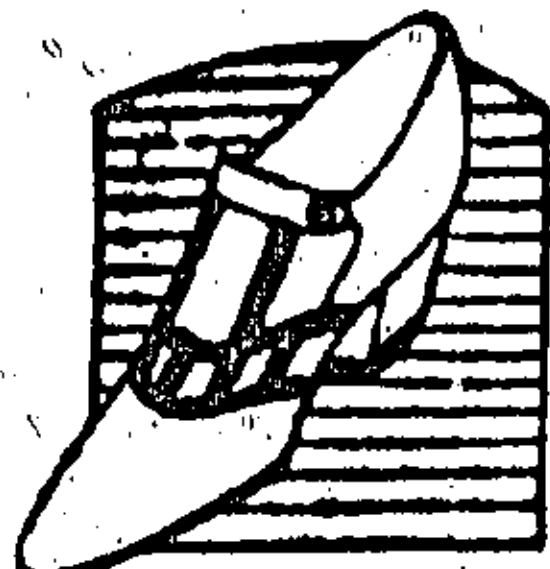
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ST. ANDREW'S SOCIETY.

BALL ACCOUNT CRITICISED.

A Premium on the Presidency.

Mr. B. Wylie made some strong
criticisms of the annual ball
account of the St. Andrew's Society
at the annual meeting of members
held in the City Hall yesterday
afternoon, as the result of which
the incoming Committee was asked
to consider the question of doing
away with practice dances and of
generally effecting economy on the
ball.

The meeting was presided over
by Mr. J. Reid (the retiring Presi-
dent), and there was a good at-
tendance of members. Supporting
the President, were the following
members of the Committee: Dr.
G. D. R. Black, Messrs. R. M. Dyer,
J. B. Ross, D. Templeton, B. Wylie,
A. Ritchie (Hon. Secretary) and W.
J. Clerk (Hon. Treasurer).

The Year's Activities.

The President, in proposing the
adoption of the report and accounts,
referred to the activities of last
year. He said: The accounts
which have been before you for
some time, reveal the sound position
in which the Society stands finan-
cially. The balance standing to
our credit in the general account
is such the same as last year, but
this is due to a greater amount
having been disbursed in charities
than in the previous year. I have
no doubt but that members will
understand that due to the difficult
times, which have prevailed during
the last year, that disbursements in
aid of deserving cases are bound to
be greater. The amount under this
head you will see in the report.

The annual ball which was held
on the 28th November last was, as
is usual with our Society's func-
tions, a great success, thanks being
due to the hard working Committee
who contributed their efforts.

The increase in membership is
still very satisfactory being 78 this
year as against 76 last year. I
should like to remind members this
year, as I did at the meeting last
year, that there is still plenty of
space at the top of the membership
list for life members, and for the
small sum of \$25 Mr. Ritchie will
be only pleased to add to the list.

The Scottish Company.

It has been the custom of my
predecessor in this chair to make
some reference to the Scottish Com-
pany of the Defence Corps. It is
with pleasure this evening that I
have to refer to the steady increase
in personnel; and not only
that, but genuine keenness and
esprit de corps. I think all of us
who were present at either the
Church Parade last year or the
annual inspection by H. E. the
General Commanding H. M. Forces
in China, or who saw the guards
and strike patrols, were favourably
impressed by the excellent turn out
of the Company.

The social side, of equal im-
portance to the military training
of a Volunteer unit, I am glad to
see from recent newspaper reports,
is not being forgotten, and that
amongst forthcoming events are a
sports meeting (incidentally the
Scottish Company secured more
firsts than any other unit of the
Defence Corps at the Corps Sports
held in June last), a Halloween
Dinner, and the formation of a
Reel Club.

It only remains for me to wish
the Company continued success,
and urge all young Scotsmen, who
have not already done so, to join
up, as I am convinced they will find
the Scottish Company the finest
social club in the Colony for the
newcomer. (Applause).

The church parade which was
held on St. Andrew's day was a

most impressive one, and I have no
doubt will be repeated again this
year.

The Robert Burns birthday dinner,
held on the 23rd January, was a
most enjoyable function, and we
have to thank Mr. B. Wylie for
the able way in which he organised
the Bard.

Not an Empty Honour.

In resigning the Presidency
this year I have to thank the Com-
mittee and members of the Society
for the great help they have given
me in the activities throughout the
year past.

On the surface it usually looks
as if the honour of being President
was more or less just appearing at
the annual ball and trying one's
best not to look self-conscious, but
believe me the honour is not an
empty one as there are many things
which a President can do in a
quiet way which go towards main-
taining and upholding the dignity
of our race.

If I have failed in this respect,
I hope it may be said that my fail-
ings were only those of omission.

In concluding I would like just to
remind that in the times we are
living at present in this Colony,
when there are many hardships,
both financial and otherwise, which
have to be borne, it behoves Scot-
tish folks to, as the saying goes,
keep a "Stoot hert to a stey brae"
and my advice, take it for what it
is worth, particularly to the younger
members, would be, "Flee laigh and
you'll no fa' flurr." (Applause).

Committeeman's Criticisms.

Mr. B. Wylie, in seconding, said:
Mr. President and Gentlemen.—

It is customary, when second-
ing the adoption of the report
and accounts, to express some
degree of pleasure in so doing.
I regret, however, that I cannot
on this occasion follow established
precedent. No doubt such a
statement, coming as it does from
a member of your General Com-
mittee, will cause some surprise,
but I hasten to explain that in re-
gard to the Ball Account, I have
been delegated by the Committee
to say a few words here to-night.
As you are no doubt aware, each
year an examination of our Ball
Account has invariably revealed
the fact that revenue has always
exactly covered expenditure.
Just how that comes about is no
secret, for it is well known that
our worthy Presidents in the past
have always seen to it that there
is no deficit so far as this parti-
cular account is concerned. And,
gentlemen, exactly the same state
of affairs has prevailed this year,
excepting that the amount has
been very much larger than it
should have been. This fact was
only elicited, after much probing,
at the last Committee meeting
and, as a result of our investiga-
tions, your General Committee
feel that the time has now come to
cut our coat according to our
cloth. I do not say that the in-
visible deficit could not have been
avoided last year. There are,
however, extenuating circum-
stances. For one thing, not nearly
so many attended the Ball as
was expected; therefore expendi-
ture was higher pro rata. In ad-
dition, it must be remembered
that our common enemy, H. C. I.,
is stronger and healthier than
ever.

A Premium On Honours.

Your General Committee are
therefore unanimously of the
opinion, and I have been dele-
gated to express that opinion so
that it may perhaps be formul-
ated as a recommendation to the
incoming General Committee,
that a serious attempt should in
future be made to make our an-
nual ball self-supporting, and
that no longer should there be a
premium imposed on high honours
(Continued on Page 3.)

SHIPBUILDERS.

SHIP REPAIRERS.

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FORGE MASTERS.

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ELECTRIC WELDERS.

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CORNS

Quickly

Stops All

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Every man or woman
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Corn pains stop. The
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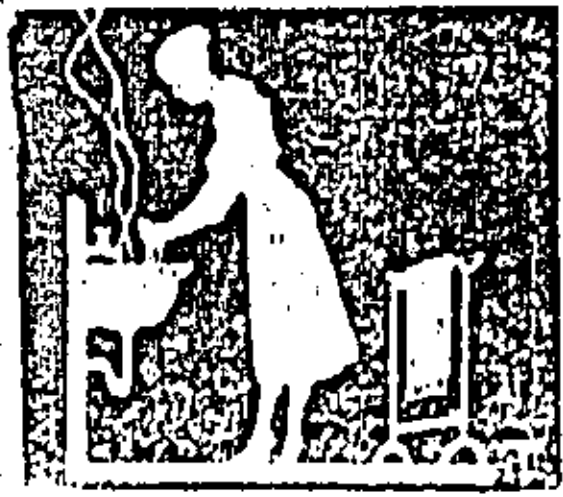
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WILL TAKE ON A NEW
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ST. ANDREW'S SOCIETY.

(Continued from Page 2.)

In this Society. (Applause). In other words, your General Committee feel that it is wrong in principle that the burden of squaring this account should always fall on your Chief, and that this practice should stop once and for all. (Applause). At our Burns Night celebrations held each January, we, one and all, cheer to the echo any reference to our national trait of independence, and yet, gentlemen, unconsciously in the matter of our personal accounts for our annual ball, we are indebted to our Chief for meeting a portion of such expenditure. Personally, I think that this is wrong, and I trust for the future that arrangements of a more self-respecting nature will be made.

Now, Gentlemen, if we are determined in the future to pay our way, there are only two methods by which it can be done—first, by increasing our subscriptions, or, secondly, by decreasing the expenses involved in the setting of our annual festival. Your General Committee do not favour increasing subscriptions, but it is decidedly of the opinion that a great deal of unnecessary and wasteful expenditure can be cut out. I am, for instance, to put it to you that our three practice dances have long since departed from their original object and character. It is common knowledge that they are not entered into in the spirit as they should be, and it can no longer be seriously maintained that members and their friends go to these affairs solely for the purpose of practising our national dances. Indeed, without fear of contradiction, it can be said that many go for a different purpose altogether. (Laughter). Now these practice dances cost a lot of money—money which might well be devoted to other purposes connected with the Ball itself. Your Committee does not suggest that the practice dances be discontinued; it does suggest, however, that the amount of refreshment consumed is not commensurate to the energy expended in learning and practising those dances characteristic to the country from which we hail. (Laughter).

Down Auchermuchty Way.

Again, in some quarters it has also been suggested that our supper menu either be simplified or eliminated in preference to something in the nature of a cold buffet and that with the exercise of a little ingenuity much waste could be avoided down Auchermuchty way. (Applause). We all know, also, that in order to unify for our purpose the two separate institutions in which our ball is held, i. e. the City Hall and the Theatre Royal, much costly work is necessary, but it is also felt that so far as the decorations are concerned a great deal more than is actually necessary is carried out. The illusion that we are in a baronial hall perhaps adds to our enjoyment, but if we must maintain that illusion, I suggest we leave the City Hall as it is. In all conscience, it is ancient and bare enough. (Laughter). Let's keep our shields and insignia, but the addition of flags and greenery should suffice for the rest.

Gentlemen, I have spoken at perhaps greater length than I ought to have done, but this is the time and place to express these thoughts. By all means let us maintain our hospitality, but let it not be forgotten that the waste is neither hospitable nor justifiable. The out-going Committee therefore trusts that the new Committee will give serious consideration to

the points upon which I have touched, in the hope that such reforms as are deemed expedient will be agreed to in time to take effect at our next annual ball. With these remarks, gentlemen, I beg to second the adoption of the report and accounts. (Applause).

The New President.

Mr. Reid proposed Dr. Black as President for the ensuing year. Dr. Black and himself had been very close friends for the last 17 years, and Mr. Reid felt sure that he would fill the office with credit to himself and to the Society.

Mr. Templeton, in seconding, thought that the members in honouring Dr. Black would also be honouring the Society. (Applause).

The resolution was carried with enthusiastic unanimity, and Dr. Black, in reply, thanked the proposer and seconder for the very kind things they had said about him. It was a very high honour to be elected Chieftain of that Society and it was not an easy task to live up to the example set by his predecessors, but with the help of the officers he could assure all that he would do his best to give a good account of himself. (Applause).

The Vice-President.

Dr. Black proposed Mr. J. B. Ross as Vice-President. Mr. Ross needed no introduction. He had done yeoman service for the Society with the pipes, with his voice and he might also say with his feet. (Laughter). Mr. Ross had been a tower of strength to the Scottish Company, and it would give him great pleasure to be associated with him during the coming year. (Applause).

Mr. D. Gow seconded, remarking that Mr. Ross had the interests of the Society at heart and had done a lot of hard work for it.

The resolution having met with the unanimous approval of the meeting, Mr. Ross replied.

The Committee.

Mr. Reid paid tribute to the excellent services of both the Hon. Secretary and Hon. Treasurer, and Mr. Ritchie and Mr. Clerk were re-elected to their respective positions for the coming year.

The ballot for five Committee-men resulted as under: Messrs. D. Templeton, B. Wylie, D. Gow, G. M. Shaw and A. Stevenson.

The Annual Celebration.

The Chairman suggested that St. Andrew's day should be celebrated again this year by a ball. Their Sassenach friends looked forward to it for months, and when it was over looked back to it sadly for months. (Laughter).

Dr. Black expressed himself as being in favour of a ball. There were several reasons why he thought they ought to celebrate this year. The first was that they did not want anybody to get their tails down, and in the second place, as the Chairman had said, it would be a great disappointment to their Sassenach friends. He had listened with interest to Mr. Wylie's speech, and felt that his remarks might be left to the incoming Committee to deal with.

Mr. Whyte also supported celebrating St. Andrew's day by holding a ball, but thought they should do away with practice dances. He had been to a number of them in the past and had generally found that the people who attended were those who had already made up their parties and did not care to join in with others who came alone. If it was really necessary to keep up the subscriptions, he thought they might well afford to give a sum of money to some Scottish charity. He agreed with Mr. Wylie that the supper might also be cut down.

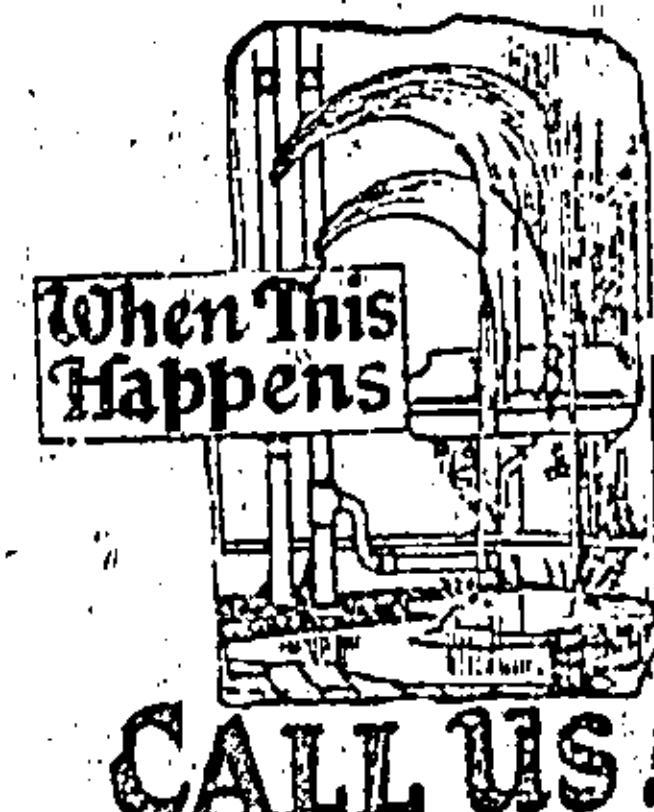
On the proposition of Dr. Black, seconded by Mr. Whyte, it was

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Equipped with Leaded Stained and Painted Glass, Staircase and Landing Balustrading, in Carved Wood, Wrought or Cast Metals.

Lift Cages, Revolving Doors, Standard or Suspended Electric Lighting Fixtures, Reredosse, Altars, Fonts, and Memorial Panels.

ARTS & CRAFTS SHANGHAI.



Every Class of
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CHINA BUILDING
(Facing Queen's Theatre)

unanimously decided to hold the annual ball on Friday, November 27th, it being left to the incoming Committee to consider the suggestions made with regard to economy.

The Doric.

The Chairman invited suggestions from members, and Mr. D. L. McWhirter created some amusement by expressing the hope that in future the business at the annual meeting would be conducted in the Doric.

A vote of thanks to the retiring President, proposed by Mr. Wylie, concluded the meeting.

The ALEXANDRA CAFE

HIGH CLASS
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BREAKFASTS, TIFFINS, DINNERS
AND
AFTERNOON TEA

SERVED AS USUAL

BREAD, CAKES, etc.

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To the World at Large!!

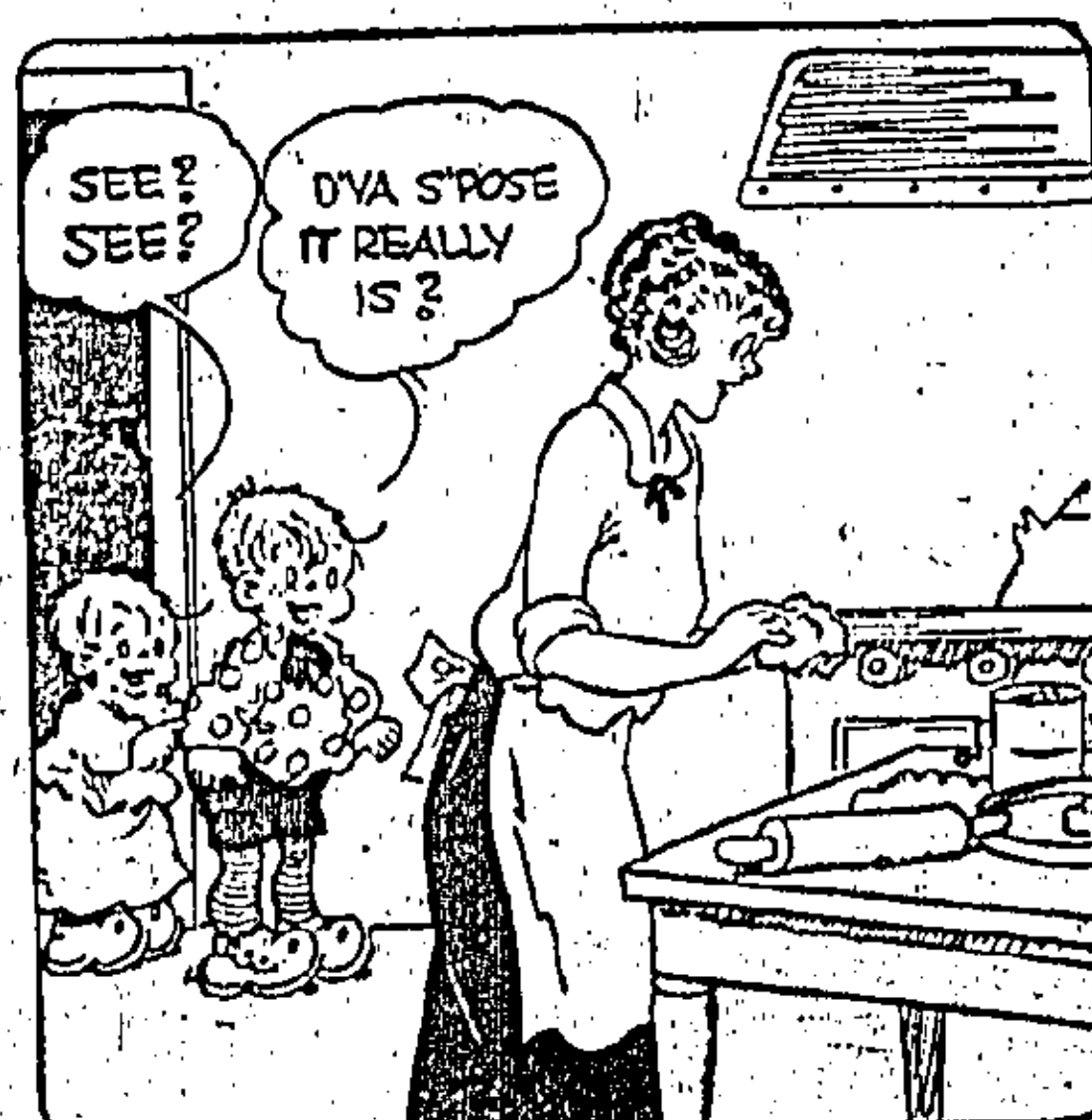
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REAL
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NO PRESERVATIVES



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WITH THE LARGEST
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25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.

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The following replies are awaiting collection:—
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PRIVATE HOTEL.—Quiet British Family full board residence from \$4 daily, 1 minute from ferry. Special family rate. Cuisine under personal supervision. 1, Victoria Gardens, Hunkow Road, Kowloon. Tel. K.357.

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APARTMENT OR FLATS TO LET.—Furnished or unfurnished single room, 2 rooms or 3 roomed flat, with up to date conveniences. Apply Box No. 1384 c/o "Hongkong Telegraph."

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TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—Spacious suite of Offices 2nd floor, Chartered Bank Building (left). Apply to: Linstead & Davis, Alexandra Buildings.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank.)

Apply to: Barquet de l'Indochine Chater Road.

TO Let.—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Outages provided. Immediate possession. Apply Sang Kee, New Bank Building.

LOST.

LOST.—Strayed from 2 Tregunter Mansions a Cyprian Tom cat. Finder kindly ring up C 2441

LOST.—LEATHER KEY PAD containing Yale, Corbin, and other keys, on Tuesday, 22nd, probable between Mongkok and Star Ferry or in Central, Reward, Box No. 1387 c/o "Hongkong Telegraph"

POLYGLOT SCHOOL

A knowledge of CANTONESE will help one to advance in government service and private business; SPANISH, to develop trade in South America; ENGLISH, GERMAN, and SPANISH, to travel abroad. We offer courses in FOUR LANGUAGES; also PIANO or ORGAN. Among patrons are consular officials and merchants Chinese and foreign. Commercial courses in evening. Apply: Mr. & Mrs. Mok Schroyer, The Chung Tak School, Temple Street, South 3rd, House, near Austin Road, Yaumati.

PEAK TRAMWAYS CO., LTD.

Notice hereby given that a first call of \$4.00 per share has been made upon all members holding shares upon which \$1 per share only has been already paid, and that the same will be payable to the Bankers of the Company, Hongkong and Shanghai Banking Corporation, at Hongkong on or before the 2nd November 1925.

JOHN D. HUMPHREY & SON

General Managers.

Hongkong, 23rd Sept., 1925.

MISCELLANEOUS.

ADVERTISER can recommend European lady as thoroughly reliable nursery governess. Open for prompt engagement. Answers to Box No. 1385 care of "Hongkong Telegraph"

Houses, Flats, Building-Lots Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C.4630 Small Investors, 10, Des Voeux Road.

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WANTED.—Eurasian Clerk. Previous Office experience. able to speak English and Cantonese. Hours 7 a.m. to 5 p.m. Salary \$75.00. Apply Box 1385 c/o "Hongkong Telegraph."

TRIDUUM OF SUPPLICATION

to "The Little Flower of Jesus."

At the Roman Catholic Cathedral on Sunday, Monday and Tuesday, September 27th, 28th and 29th at 5.30 p.m., there will be a Triduum of Supplication to St. Teresa of the Child Jesus, praying for her powerful intercession in Heaven for an early termination of the troubles and sufferings caused by the present disturbed conditions in South China.

Rev. Fr. Lane will preach each evening on the life of "the Little Flower."

"After my death I will let fall a shower of roses."

"I will spend my Heaven in doing good on earth."

Teresa of the Child Jesus.

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)
From AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN.

"OOSTKREK" (R)

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous of the Hongkong & Kowloon Wharf & Godown Co. Ltd. When and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st Oct., 1925 will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 30th Sept., 1925 at 10 a.m. by Messrs Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LINE.

General Agents.

RECENT WILLS.

MERCHANT LEAVES \$120,000.

Probate has been granted in respect of the will of the late Ng Leong-sang, merchant, of 63 Peel Street, who left property to the value of \$120,000. His bequests were all to members of his family, a concubine and son being executors.

EX-ACTIVE SERVICE MEN'S ASSOCIATION.

(1914-1918.)
EASMA BEACH.

The Association's Launch will run as usual of Saturday 26th instant and on Sunday 27th instant, leaving Blake Pier at 4 p.m., on each day.

After the latter date the Launch Service will be discontinued and the Bathing Beach closed for this year.

T. N. MacREYNOLDS,
Hon. Secretary.
Hongkong, September 25, 1925.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co.,
of Canada,
King's Building,
Hongkong, September 25, 1925.

MASSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI.
Graduate of Tokyo Massage School,
No. 23, WYNDHAM STREET,
HONGKONG. TEL. C.4065

THEATRE ROYAL

TO-NIGHT, 3rd Oct., 9.15 p.m.

ONE CONCERT ONLY.

A STROK

Presents.

MISCHA LEVITSKI.

WORLD FAMED PIANIST

STEINWAY CONCERT GRAND USED

Booking Open at Moutrie's.

\$4, \$2 and \$1.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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THE HONGKONG AND SHANGHAI HOTELS, LTD.

REPULSE BAY HOTEL
NEW WING

Reservations on Monthly Terms may be made for accommodation in the new Wing of the Repulse Bay Hotel, at the following rates which are inclusive of motor-coach transportation and meals:—

	Winter rate (i.e. To 31 March 1926)	Summer rate (April—September 1926 inclusive)
DOUBLE ROOM (Two persons)	\$400	\$375
SINGLE ROOM (One person)	\$200	\$175

Timings may be taken either at Repulse Bay or in the Hongkong Hotel.

Each double room has a private bathroom attached, and there is a private bathroom to each two single rooms.

The rooms in the new Wing
will be ready for occupation
on or before

1st DECEMBER 1925

but reservations will be accepted for the

1st NOVEMBER 1925

at the same rate on the understanding that the residents making such reservations will be accepted in the Hongkong Hotel until the rooms reserved in the new Wing at Repulse Bay are ready for occupation.

Please communicate with

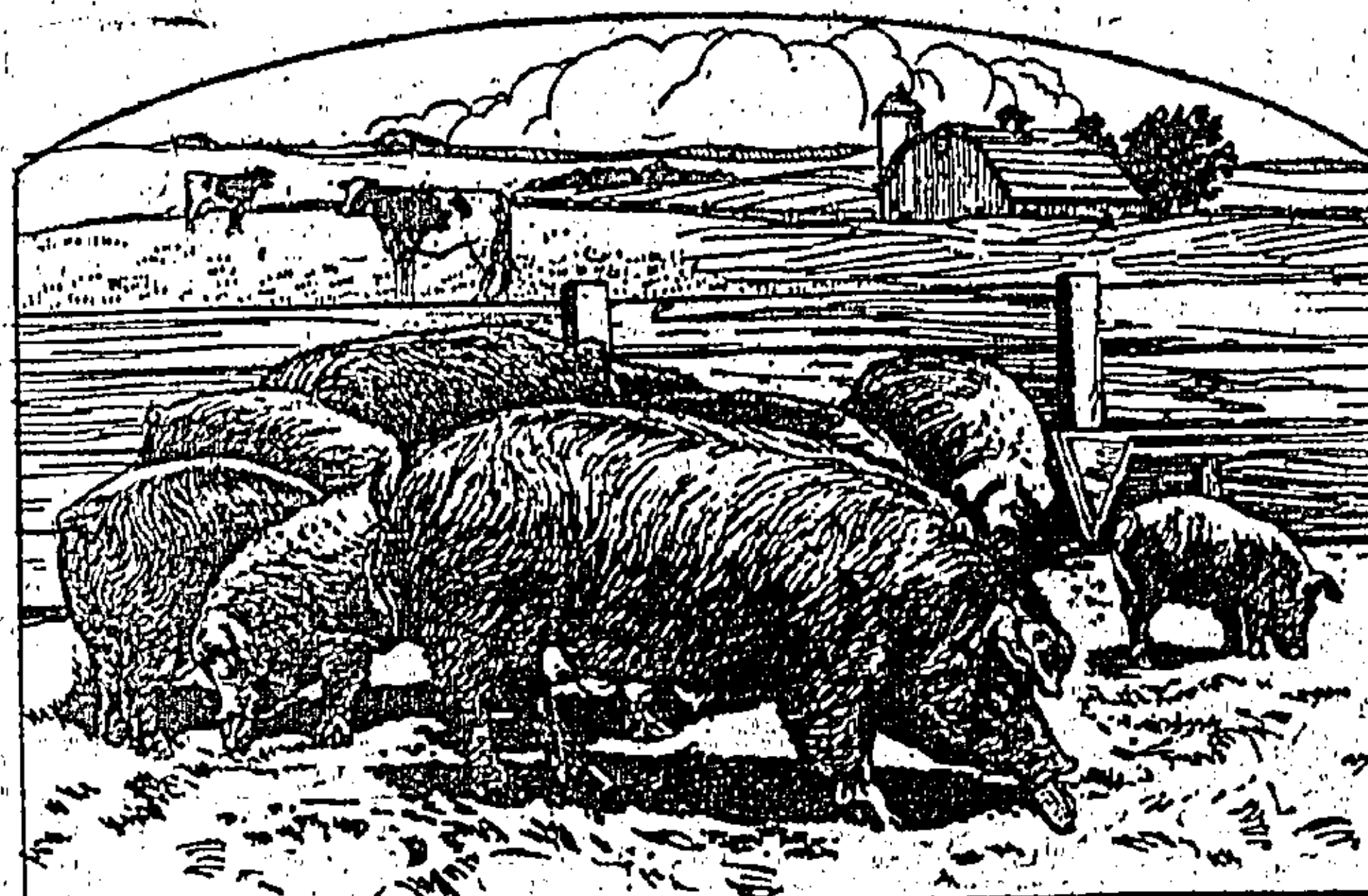
The Superintendent of Hotels,

The Hongkong & Shanghai Hotels, Ltd.

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DAIRY FARM NEWS.



Canadian Pork — Dairy Fed

And

"Sweet as a Nut"

Now on Sale

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

LAMMERT'S AUCTIONS

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 28th Sept., 1925 commencing at 5.15 p.m. at their Sales Room, Duddell Street

A Valuable Collection of Postage Stamps.
(Full Particulars from Catalogue)
On View from Saturday, the 26th September 1925.

Terms.—Cash on delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Monday the 28th Sept 1925 at 10.30 a.m.

at Godown No. 28, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

(for account of the concerned)

641 Coils Old Wire Rope

Terms.—Cash on delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 28th Sept. 1925 commencing at 11 a.m.

at their Sales Room, Duddell Street

A Quantity of Household Furniture

Terms.—Cash on delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 30th Sept., 1925 commencing at 11 a.m.

at No. 3 Carnarvon Villas "Homeloh" Kowloon

A Quantity of Valuable House-Furniture

One View on Day of Sale.

Terms.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from B. Tanner Esq. to sell by Public Auction,

on WEDNESDAY,

the 30th September, 1925, commencing at 2.45 p.m., at Budree Villa (Black and White House) North Point.

The Remainder of his Valuable Household Furniture.

Comprising:—

Teak Extension Dining Table, Dining Chairs, Teak Sideboards, Teak Desks, Teak Book Cases, Standard Lamps, Wall Plates, Oil Painting, Water Colours, Frames, Glass Ware, Cutlery, Teak Ice Chest, Rattan Furniture, etc., etc. Iron Bedsteads, Teak Dressing Table, Marble Top Wardstand, Tables, Toilet Set, etc., etc.

Also

A Quantity of Blackwood Ware.

Comprising:—

Curio Cabinet, Opium Stool, Table, Lanterns, etc., etc.

and

One Piano by Haake.

and

A Large Quantity of Mauritian Palms, Plants, Ferns, Porcelain Flower Stands, Empty Flower Pots.

Catalogues will be issued.

On View from Sunday afternoon, the 27th September, 1925.

Terms.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, September 23, 1925.

A SHORT LIFE.

Mah-jongg Craze Dies Out.

Mah-jongg, the 2,000 years old game introduced into England from China a few years ago, is suffering from a steady decline.

The craze long since reached its zenith, but, like other games, such as pontoon, coon-can, backgammon, and put-and-take, found its popularity only suddenly to die down again. Mah-jongg is rarely played nowadays.

"The only stabilised games," said a buyer in a large store to a *Daily Express* representative, "are bridge and whist." All the others have their day and fade away. Mah-jongg, although it created a furore when first introduced, never really ousted bridge from favour, for it did not demand the same acute memory and concentration.

Another buyer attributed the decline of mah-jongg to the advent of the cross-word puzzle craze, which is said to have been responsible for the financial difficulties of the Fung Chow Company, domestic manufacturers of mah-jongg-sets, which recently had a receiver appointed to deal with its affairs.

ARCHAEOLOGICAL FIND.

Ancient Slave Bangles.

News has been received in Johannesburg of a valuable archaeological discovery among the wonderful terraced ruins at Inyang, Southern Rhodesia, by Mr. Edward Rossiter, who says that he has discovered 10ft. deep under the alluvial soil an ancient urn containing five very thick copper bangles. When it was exposed to the air the urn crumbled to dust.

The Assistant Curator of the Rhodesia Museum says that the bangles were probably taken from the legs of dead slaves. Mr. Rossiter estimates their age at from 8,000 to 10,000 years. They are the only articles made by man ever discovered in the terraced ruins. Professor Dart, Professor of Anatomy at Witwatersrand University, agrees that the find is of the first importance to archaeologists.

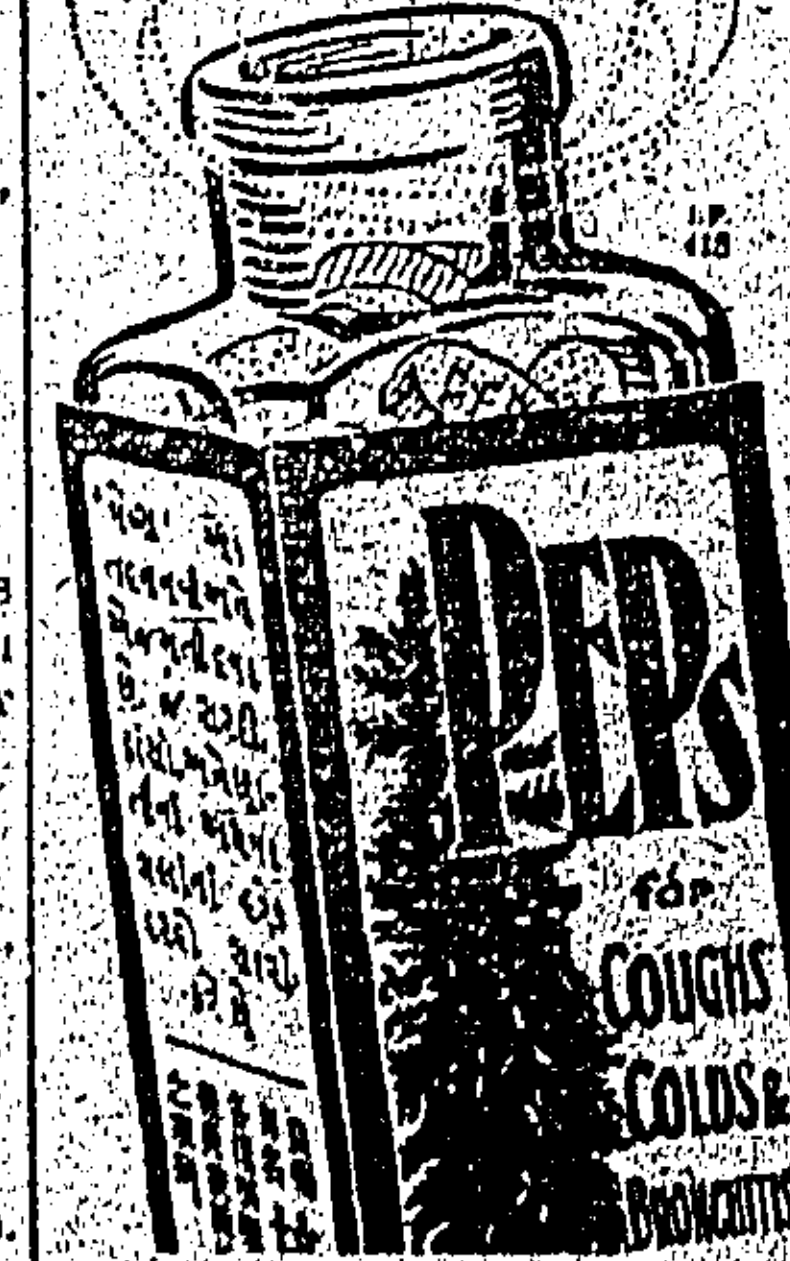
The Inyang district of Rhodesia, a long narrow strip of country lying east of Salisbury and adjoining Portuguese East Africa, is noted for the number of its ruins, which are exceeded in interest among Rhodesian ruins by those of Zimbabwe only. An area of some 60 by 40 miles is covered with the remains of stone buildings, aqueducts, stone-lined pits, and stone terraces, the terraces on the hill sides being perhaps the feature which is most striking to the visitor. The aqueducts, which lead off from artificial dams show a high degree of skill in the construction. It is supposed that the terraces and aqueducts were part of a large irrigation work. Hitherto no clue has been obtained as to the builders of these ruins.

A Genuine Medicine For THROAT & CHEST

At this season everybody needs the Peps breathable tablets to ward off cold and chill dangers.

As Peps dissolve in the mouth, their rich medicinal fumes carry soothing and healing benefits direct into chest and lungs.

Inflammation and soreness in throat or bronchials, is quickly allayed by Peps, coughs and colds are nipped in the bud, and the entire breathing system is wonderfully strengthened and fortified.



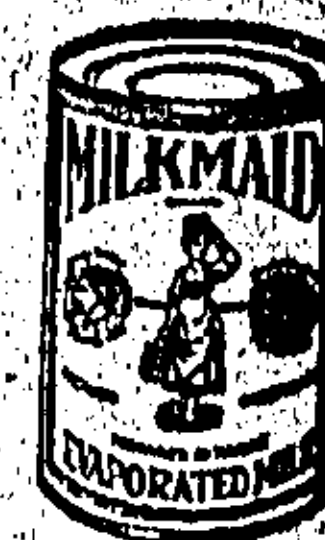
Peps are obtainable of chemists & medicine makers everywhere.



MILKMAID
EVAPORATED
(UNSWEETENED)
MILK

WOMEN'S INTERESTS

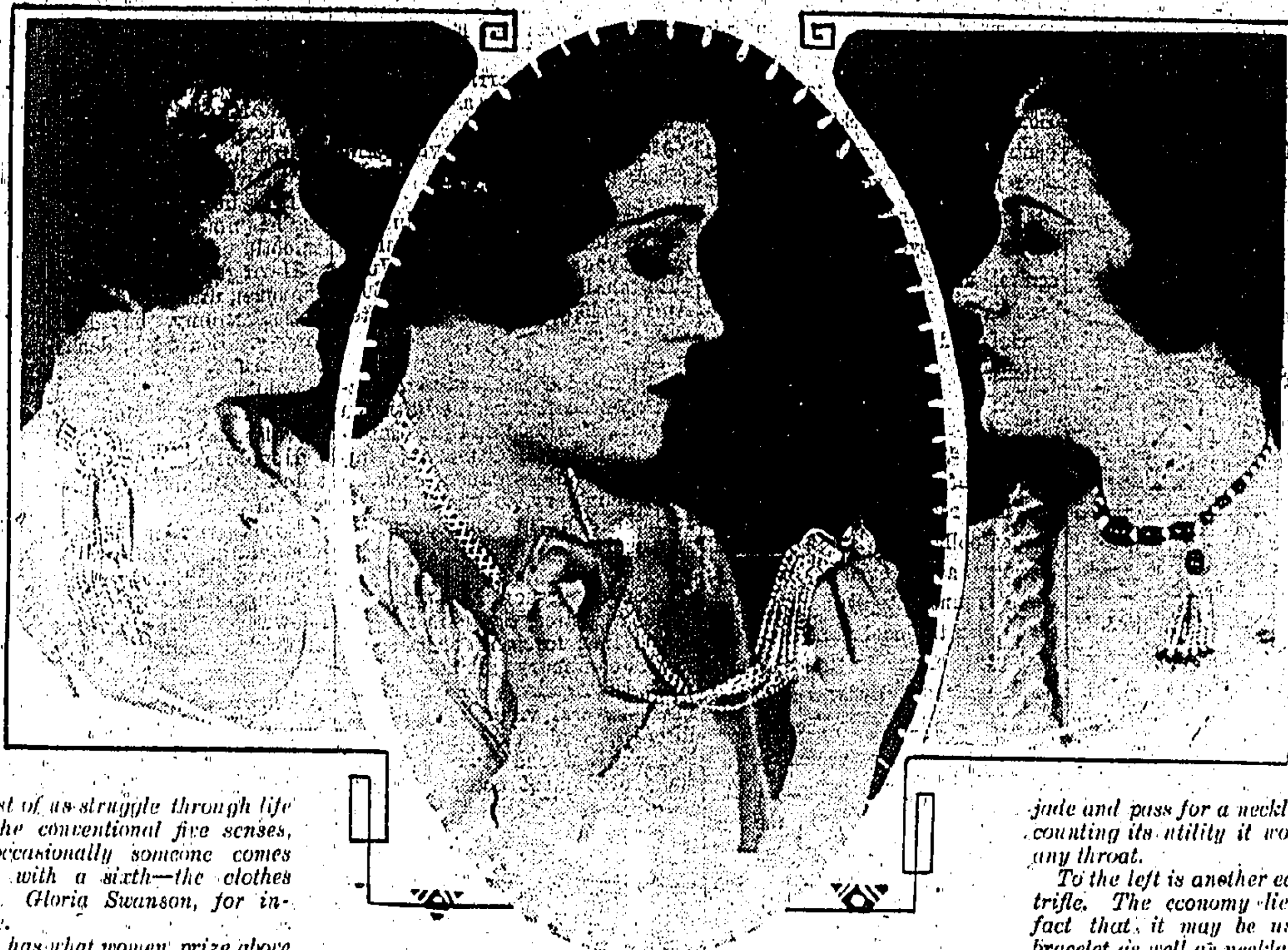
ENTIRELY
FREE
FROM
PRESERVATIVES



This very feminine looking ensemble consists of a ruffled, frack and coat of black chiffon printed with large red roses. The coat is sleeveless, but the dress has the popular long sleeves fashion demands.

Georgette crepe in high colours, particularly flame and king blue is very popular for lingerie.

Flowers formed of feathers in bright colours are a novel trimming for the new felt hats.



Most of us struggle through life with the conventional five senses, but occasionally someone comes along with a sixth—the clothes sense. Gloria Swanson, for instance.

She has what women prize above beauty, brains, wealth or a sweet disposition—the ability to give clothes that glamour that evades most of us no matter how far we go into debt.

By adopting a new style she can cause a sartorial revolution or a reform over night.

She is the product of no particular dressmaker, milliner or hairdresser. She has always designed her own costumes and worn them in her own way. She keeps ahead of the crowd. Out of now-here in particular she can draw to

her with magnetic surety the styles that will later become most popular.

When she returned from Paris a few months ago, with a new husband, and a new title she was wearing her hair in the new close cut that hadn't taken well in America, being generally considered too masculine and too ugly.

"Terrible," was the general comment of all who saw her and re-membered her skintight braids and ahead of the crowd. Out of now-here in particular she can draw to

But within a month cropped heads had replaced the more feminine bobs from Maine to California.

While in Paris, Gloria turned her attention to jewellery. Since she had always designed her frocks, why not design her jewels? Fortwith she did and the results may be plainly seen.

In the centre photograph you see how gorgeously a simple lipstick may be disguised with pearls and

jade and pass for a necklace. Discounting its utility it would grace any throat.

To the left is another economical trifle. The economy lies in the fact that it may be used for a bracelet as well as necklace, thereby saving the expense of two articles. The raw materials are diamonds and pearls—loads of them.

Another of her designs is shown at the right, formed simply of emeralds cut into pear shapes and nice smooth pearls, with a tassel of emeralds and pearls. The chokers she wears with the tassels at the side might just as well be worn directly in front, except that she prefers them at the side and this seems to indicate where they will be worn this season.

POINTS ABOUT HORS D'OEUVRES.

Hors d'oeuvres are meant to stimulate rather than satisfy the appetite, therefore they should be quite small and consist of something tasty and very appetising.

They may be served in small individual dishes of silver, china or glass or in a special hors d'oeuvre dish on which several different kinds can be arranged.

They should be as cool and fresh as possible, be daintily served and not have the appearance of having been much handled.

Some, such as oysters, prawns, &c., are served "au naturel," others, such as caviare, are made up on little croutons or "canapés" of various kinds.

Parsley, watercress, gherkins, pieces of tomato, hard-boiled eggs, &c., are all suitable for decorating purposes.

Thin brown bread and butter or small pieces of dry toast may be served separately.

Oysters, olives, anchovies, sardines, smoked salmon, tunny fish, salted herring fillets, prawn, shrimps, various kinds of savoury sausages, "foie gras" and vegetable salads are some of the most popular hors d'oeuvres.



The lines to this gown of white georgette crepe are simple enough, but the wide band of wool embroidery in bright colours and the fringed hemline make it very striking and unusual. A scarf of black illusion makes the oriental looking turban, one end of which is round about the throat and falls over the shoulder.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 4.



BY CHARLOTTE AYERS.
IN "SKY HIGH."

Since fashion decrees straight lines, it is absolutely necessary to fight any tendency to round shoulders if you wish to be chic.

I have several exercises that I swear by. These are aimed specifically to beautify the shoulders. One is the simple one of rolling the shoulders backward, trying to squeeze them together. I do this many times a day, particularly if I feel rather low and am inclined to slump and droop.

Another favourite exercise that relaxes me as well as exercises my shoulders is walking about with my hands clasped behind my head with my elbows wide apart. I also walk as much as I can in the open air, breathing as deeply as possible all the while. All these promote good health, as well as beauty.

TWO VERY Dainty GOWNS.



Above are pictured two of the new Autumn evening gowns.

AFFECTATION AND BAD FORM.

Protrusion and affectation are the antithesis of good form. The little mannerisms which the young girl is apt to mistake in herself for expressions of her "personality" develop into affectations which are often irritating, and always foolish.

The pose of boredom is one which is too often ill-advisedly assumed by the girl who thinks it makes her appear more experienced and "interesting." She deliberately cultivates an air of weary tolerance where other people frankly express their pleasure. Before she is aware of it, she not only creates the impression that she is rude and disparaging, but finds herself left out in the cold, while her friends turn to those who show a readier and warmer interest in what goes on.

The cultivation of a "characteristic" attitude or gesture is bound to become an affectation, and an obvious one at that. "Studied" movements of the hands, because the owner happens to possess nicely-shaped ones, or some good rings; the prominent display of a neat ankle; the disposal of valuable furs so that their worth and amplitude are not to be mistaken; a fidgety arrangement and rearrangement of toilet details, and all such actions for the express purpose of drawing attention, are affectations which reach the stage of bad form.

Some affectations take another line. We have all met the woman who persistently introduces what she calls a "French accent" and phrases into her conversation, and that other, who "couldn't drink her tea without a slice of lemon in it," or "never touches white bread and butter," and allows her hostess to adjust matters for her benefit in the midst of a tea-party.

The assumption of "nerves" and poor health is a favourite



This straightline coat of blue brocade silk is trimmed at the collar and cuffs with coque feathers in grey and blue tones. Feathers are having an unprejudiced vogue and are usually combined with light weight silk, or with chiffon or georgette.

excuse with women of the affected type. They cannot do this, or must really have that because, they tell you, they are not very strong, or have another of those dreadful headaches they are always so liable to. And all with a strained, sweet little smile asking for your sympathy.

The born-and-bred gentlewoman, however, is above these things, which are actually the pretensions whereby extreme youth and the social aspirant endeavour to draw attention to themselves and raise interest. Unfortunately, however, they choose methods which they can least afford to use.

The most charming and clever woman are always natural, that is the secret of their attraction.

FASHIONS FOR THE HOUSE.

Porcelain pigs on gold stands with holes in their backs make uncommon ash trays, while clumsy china ducks hold the matches.

There never seem to be an end to beautiful baths. Now they are being sunk into unpolished tiles, which are ornamented with those brightly-coloured and glazed. Washing basins are treated in the same way.

Sheets, once so conventional now change regularly in fashion. Black is the rage at the moment, complete with hangings to match. To relieve the sombreness fascinating bedspreads are offered fashioned completely of clipped cock's feathers or swansdown.

Victorian designs are appearing on the latest linen tea cloths. Baskets of weird flowers are the only ornamentation on some, while coloured cloths adorned with broderie anglaise are button-holed with black silk. Very expensive are the tea cloths of linen, hemstitched with inlet strips of exactly matching crepe de Chine.

If you keep birds there are the gayest cages. These are usually very large, allowing the captive plenty of space. Scarlet, canary, or cobalt are most effective colours, and extraordinary little silhouettes are enamelled on to the roof. Even the bars are painted, also the perches and water pots.

A "knick-knack" bag for the boudoir is a long-felt need. They are made of odd lengths of material, and caught into tremendous frills, from which peeps a dainty little puppet's head.

Glass fountains playing in odd corners of the room are amusing many people who search for the most original designs obtainable. Two of the most entrancing seen were a slightly shaded glass statue of Bacchus carrying grapes on his head and shoulders. These he was squashing, so causing a constant stream of water into the basin below. The other was a lake and fishes with a miniature waterfall.

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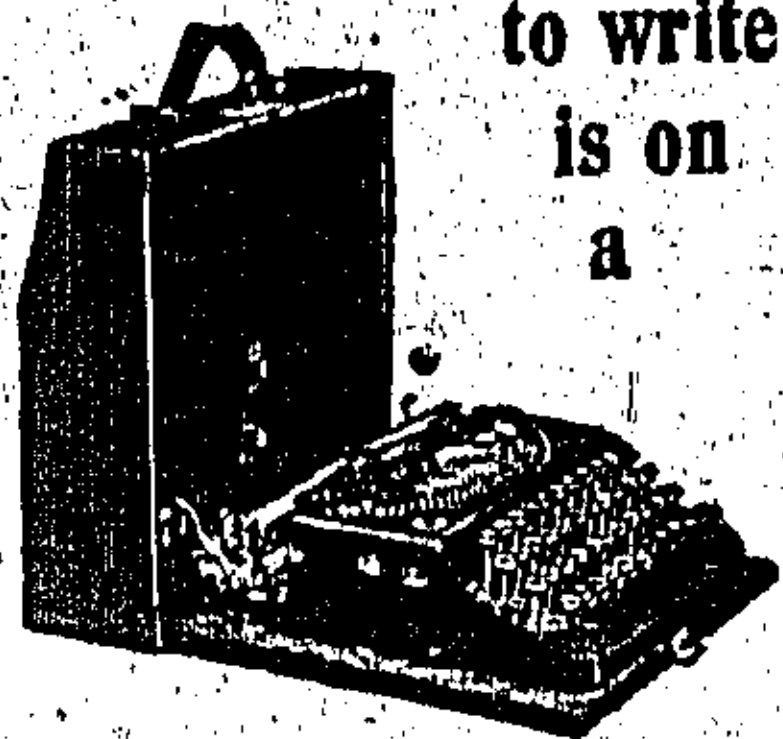
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The Telegraph.

SATURDAY, SEPT. 26, 1925.

THE TRADE LOAN.

Something like a record for prompt action by Officialdom must surely have been achieved in regard to the question of fixing up a loan on behalf of local business concerns which have been hit by reason of the abnormal situation through which the Colony is at present passing. It was only on Wednesday that the petitioners for assistance appeared before the Government; and yet yesterday morning it was officially announced that application had been made to the Imperial Government for a loan of three millions sterling, that a sympathetic reply had been received, and that there is a probability of funds to the full amount mentioned being placed at the disposal of the local Government within a few days.

Now that there appears every prospect of the means for relief being rendered available, chief interest will naturally centre on the method to be adopted by the Government in allocating the proceeds of the loan. In our comment on the subject two days ago, we had not the least intention, as a correspondent who wrote us yesterday seemed to imagine, of suggesting that no assistance should be granted to business concerns which obviously stand in need of help. The main burden of our observations was that public money should not be frittered away on those who have over-traded or speculated, but that if assistance were to be given, the loan should be employed for the purpose of aiding legitimate trade. The historical example which our correspondent quoted, concerning a crisis in England many years ago, was distinctly interesting, and it is pertinent to note that help was then asked from the Government on behalf of "business houses of real substantial standing." From the nature of the Hongkong Government's communique, which was published yesterday, we are encouraged to believe that when it comes to allocating the money, which the Imperial authorities plan to place at the disposal of this Colony, the strictest scrutiny will be exercised, in order that it may fall into the hands of people who will utilise it for the general betterment of trade conditions. The loans, we are told, will be used with a view to "relieving the present financial stringency, but they will only be

advanced "on approved security."

To our mind, in order to deal with such a huge sum as is likely to be available, the Government will need to establish a special bureau for the purpose of receiving applications, investigating each case on its merits and applying the money only to concerns which, by its use, can materially aid the freer flow of commerce. Naturally, such an organisation should be free of outside influence. Let us say, in conclusion, that we have never been in doubt as to the value of legitimate Chinese trade to this Colony; nor have we ever wavered in our confidence in the future of Hongkong as a great commercial centre. But we want to feel that such help as is rendered to business at this juncture, shall be profitably employed, with the one central aim of easing the way towards a resumption of more normal and healthier trade conditions.

The Outlook.

In spite of the fact that the rumours of yesterday and the previous day regarding the possible sudden collapse of the "strike" and boycott have proved to be false, there is undoubtedly a much better tone in the local situation. The easing up of the intense situation which existed at Swatow when the "Reds" were in power, the expectation of the commencement of an East River offensive against the Bolsheviks in power in Canton, the return to practical normalcy of business in Shanghai, the decision of the Hongkong Government to advance money to commercial men badly hit by the financial stringency—all these things and many others are having an appreciable cumulative effect upon the situation and it can definitely be recorded that there is a healthier atmosphere abroad. The large numbers of workers getting through from Canton during the past few days and the admitted reports that the strikers leaders in Canton have been discussing the advisability of calling off the boycott go to show that there is a better spirit coming into effective being. It is true that some of the passengers trying to get on board the s.s. Honam when she was in Canton on Wednesday night and Thursday morning were fired upon by pickets; and that the Canton Gazette is still full of scurrilous anti-British and anti-Hongkong vapourings, but there is much practical evidence to support the hopeful theory that we are on the eve of a return to normality. Trade resumption is the urgent need of the hour, and a requisite of such resumption is a return of goodwill between the Chinese of Canton and we who live in Hongkong. There is much going on below the surface of which we cannot here speak, but we can assure readers that there is a practical and hopeful attempt being made to persuade the better elements in Canton to do all they can to heal the unfortunate breach. There is distinct cause for hopefulness that we shall soon begin to emerge from the slough of stagnation into which we were so unjustifiably plunged over three months ago.

The Coal Crisis.

The mutterings of the miners and gloomy forecasts of Home papers to hand by the last mail have materialised in another coal crisis, and the prospects are far from hopeful. So far as can be gathered at this distance from the scene of trouble, the whole controversy, and its threat to industrial peace, is due to an unfortunate misunderstanding of the precise terms of the provisional agreement, or, true, of last July. The miners appear to have been under the impression

DAY BY DAY.

IN EXCESSIVE ALTERCATION, TRUTH IS LOST.—*Syrus.*

Paymaster Lieut. Comdr. T. H. Trust, H. M. S. Tamar, has taken over the duties of Naval Hockey Secretary.

His Excellency the Governor has appointed Mr. Arthur Dyer Ball, to be Official Receiver in Bankruptcy.

His Excellency the Governor has appointed Mr. J. A. Fraser to act as an Assistant Superintendent of Imports and Exports.

Passengers arriving from Manila by the s.s. President Florio included Mr. Leonard Yates, Mr. H. S. Graybill and Mr. E. W. Latic.

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st July, 1926, shall be made before 30th April, 1926, or as soon thereafter as may be.

It is notified that, at the expiration of three months, the Rathsam & Watt, Limited, and the Enterprise Navigation Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

A Soviet agency message from Moscow, dated September 15th, states that foreign delegates to the bi-centenary jubilee of the Russian Academy of Sciences made several visits to places of interest, and examined "the famous diamond collections of the Government containing Imperial jewels."

that there were to be no further reductions of rates, of any kind, pending the conclusion of the sittings and issue of the report of the commission of enquiry to be appointed, and which was expected to complete its task next spring. On the other hand, the mine owners contend that the true implied that the 1924 agreement, whereby there was to be a progressive reduction of wages, would continue up to the time of the commission issuing its report. This view appears to be upheld by the Prime Minister in his reply to the miners' delegation, that "the settlement in July does nothing beyond continuing the agreement between the owners and miners in 1924," and that variations in district rates thereunder do not concern the Government further. At first glance one is inclined to place a great deal of the blame for the present threatening position on the miners, who have shown that they are unwilling to leave the decision to the enquiry commission; and furthermore there is always the suspicion that the men are merely waiting, or their irresponsible leaders are, for an excuse to renew the agitation. Yet there is an impression that they are not without a legitimate basis for their claim that they were the victims of a misunderstanding. The general public, we imagine, were labouring under the belief that all wages reductions were to cease in July, pending the finding of the commission of enquiry, and colour was lent to this interpretation by the decision of the Government to grant a subsidy to the industry, presumably to enable to meet the difference between the enforced cost of working and the lower cost which would have resulted from progressive reductions. It is hardly surprising, then, if the miners were given the impression that July wages were to stand throughout the period of the enquiry. That a misunderstanding of such a vital nature should have arisen is extremely unfortunate, and we can only hope that some eleventh-hour means of averting a serious industrial dispute will be found, and that any future agreement will be clear to all parties and incontrovertible.



For the convenience of those of you, my readers, who are shortly due to start on your holidays, I have drawn up, entirely at my own expense, the following weather reports from some of our most popular seaside resorts, so that should you still be hesitating (as I am) where to go, you may have some sort of a guide as to the meteorological conditions maintaining at the moment.

Wigan.—Thick or clear. (It's a little hard to say definitely, as the man they sent up in a balloon to see whether the sun was shining has not yet come down.) Sea smooth.

Harrogate.—Temperature 68 in the open, and 187 in the Turkish baths. Sunny, but inclined to moony. Sea high, dashing over the parade.

Colney Hatch.—Cloudy and muzzy, with occasional lucid intervals.

Honolulu.—Bathed in sunshine. Inhabitants bathed in perspiration.

Raynham.—Raining. Hayling.—Hailing. Snowden.—Snowed on. Ashby-de-la-Zouch.—Heavy showers. The Zouch is in flood, and rising rapidly.

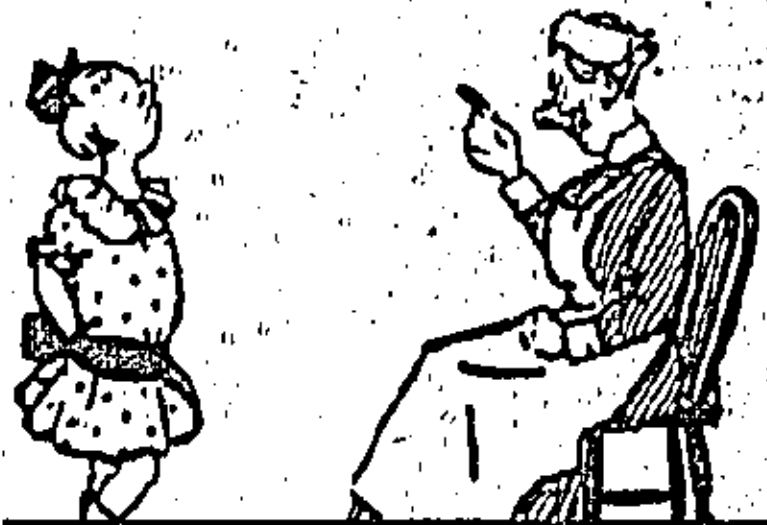
A gentleman who had booked a private cabin on a cross-Channel steamer was surprised on entering it to find it already occupied by a somnolent passenger. So he woke him up and tersely requested the intruder to withdraw.

This latter stubbornly refused to do. "It's against my principles," he argued, "I've always been an opponent of Berth Control."

POEMS FOR THE PETS.

A series of moral verses for juvenile readers.

Little Lottie mocked her nurse. Nurse on Lottie laid a curse.



Lottie caught with dreadful quickness, Every kind of infant sickness: Measles, mumps, and botulism, Chicken pox and rheumatism; And because at Nurse she scoff'd, Little Lottie's gone aloft.

Children, never mock your nurses. Very strong are nurses' curses.

I read that for a wage of £500 a professional "strong man" has left a motor car be driven over him. I should have thought that the loser would have found it far cheaper just to run over an ordinary pedestrian.

"I am sorry to see that the savants are divided over this Taungs skull business, and cannot agree whether it is the skull of a man-like ape or of an ape-like man. Professor Barmion Crumppett has been to Wembley specially to examine the cast of it, and writes me that in his opinion that skull belongs to neither category, but is either the skull of a young whale or else it is a petrified bird's nest. On the other hand, Sir Batters Innes-Belfry, who has also examined the cast, states quite positively in the August number of the *Plumber and Gasfitter* that the object in question is nothing more than a prehistoric paperweight, an assertion which he backs by voluminous quotations from Huxley, Confucius, Sir Rabindranath Tagore, and Nat Gould. My own opinion, which I state for what it is worth (though I am prepared to accept a reduction for prompt cash), is that the thing's a plant.

Lieut. Osborne Wood, son of the Governor-General of the Philippines, was on Aug. 10th sentenced to one year's imprisonment, and a fine of G. \$750 in Paris following conviction on a charge of passing a worthless cheque for G. \$1,750 at the Casino Biarritz. Young Wood is now in the United States.

The latest thing in gents' underwear, I read, is a patent shirt-button which by some means is woven into the fabric, and hence cannot come off. And when someone has invented a process by which collar-studs can be grafted on to the back of the neck, I shall be a happy man.

By arrangement with the proprietors of Glaxo, Dr. Barnardo, and the K.S.P.C.C., I am enabled to present you this week with my impression of how John Massfield would have written "What are little boys made of?"

Beggar-maids and match-girls, little proud princesses, Girl Guides and goose-girls and nymphs of Paradise, All ate made of sugar, Glucose and saccharine, Nutmeg, and cinnamon, and everything that's nice.

Boy Scouts, princelings, Harrow lads and Eton lads, Urchins of the gutter in their threadbare togs, All are made of slimy slugs, Creepy-crawly snails, And the caudal appendages of puppy-dogs.

Gangs of coiners are reported to be very busy in the South Coast holiday resorts. Well, one can't blame them. The poor devils are meeting their landlords' bills in the only possible way.

MOULDY MARTHA, THE MACCLES-FIELD MURDERESS; OR, SHOULD THE GREENGROOER TELL?

Chapter, I.

The night was a bitter one, and as Connie Cornerake passed out of the gates of the rocking-horse factory where she worked she drew her thick furs more closely about her. The street was absolutely deserted, save for the passers-by and the vehicular traffic, and Connie could not repress a shudder of apprehension as she thought of the long lonely walk to the hotel where she occupied a single suite on the first floor, which to her meant "home." For there had lately been an epidemic of open-air crime, and the police had issued a notice warning parents that children-in-arms should not be allowed out unaccompanied, and urging every young woman whose duties compelled her to go out alone after dark to walk arm-in-arm.

However, Connie was a brave girl, and set resolutely forth, keeping one watchful eye on the dark shadows in the street and the other on her jewel-case which, for safety's sake, she carried to and from the factory every day. Yet in spite of her pluck she uttered a little cry of alarm when a man suddenly emerged from behind a lamppost and confronted her.

"Is your name Connie Cornerake?" he demanded, brusquely. "Yes," faltered the girl. "What do you want with me?"



"I have been instructed to give you these," said the man, and handed her a pork pie, a roll of linoleum, a Catherine wheel, a pair of batting-pads, and a bottle of red ink.

But before the startled girl could ask him what he meant, he had stopped once more behind the lamp-post and was lost to sight.

(Another long instalment next week.)

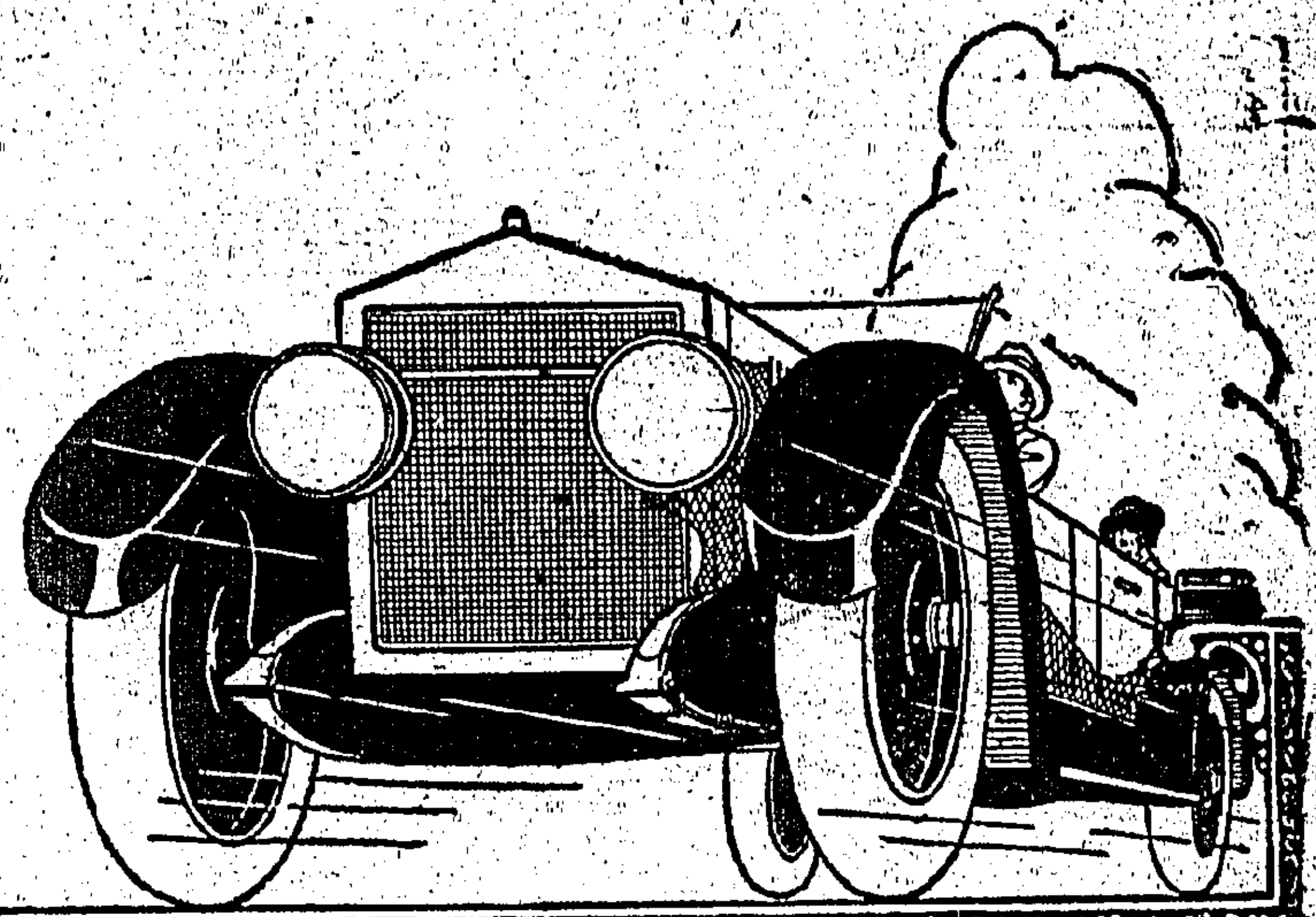
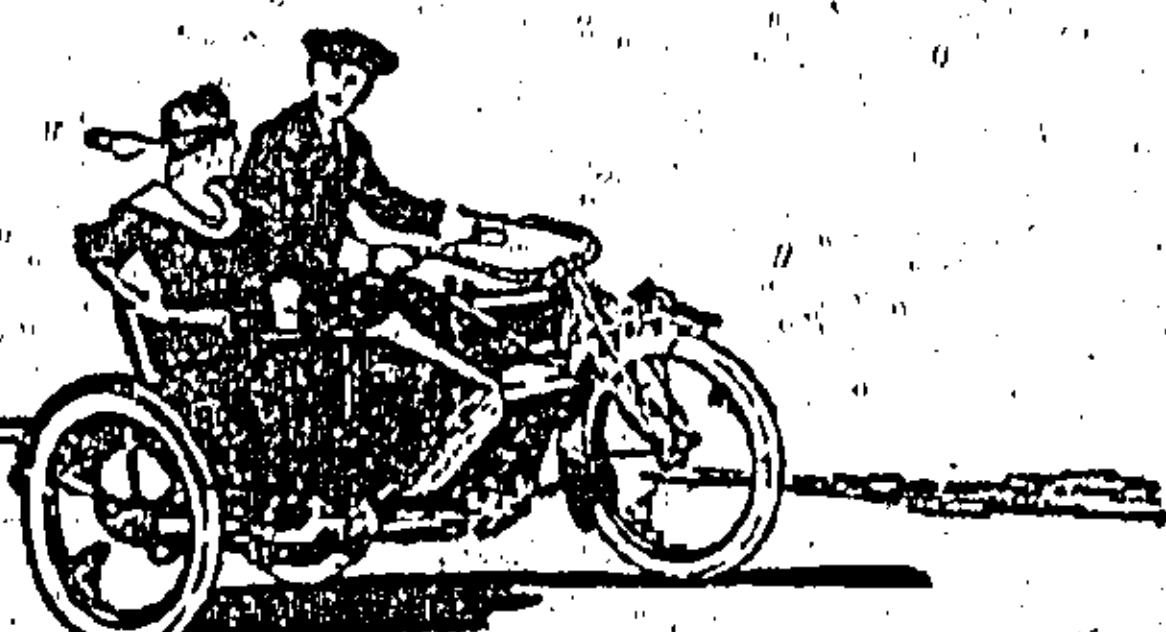
Two of the new London omnibuses, painted claret and red, have adopted "Shanghai" as their name. Another at Skegness is known as the "Nippon." Surely there cannot be such a paucity of English names that we need to borrow from the Far East, comments a Home paper.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 26th. September. 1925.

(Being The Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Broken Regulations.

In the *Telegraph* of Monday last a correspondent drew attention to an evil on which we recently commented in this column—namely, the overloading of motor vehicles in such a way that goods carried project beyond the limits of the car or bus. His reference was particularly to the numerous vehicles employed in jitney service across the harbour. Everybody who has had occasion to motor out to Castle Peak or Fanling must have noticed the manner in which goods are piled on to these conveyances—personal luggage, merchandise and even live pigs in crates being often seen overlapping the running-board and the body of the vehicle. Our correspondent is quite right when he says that this is prohibited by law, for one of the traffic regulations lays it down that the driver of a motor vehicle shall not without the written permission of the Captain Superintendent of Police, allow any part of the load carried to project beyond any part of the vehicle. That is definite enough, in all conscience. Then may we with our correspondent, ask why these constant breaches of the regulation are not taken note of by the police? The overloading of motor vehicles in this way is absolutely without justification, and it constitutes a danger to other motorists which ought to be checked without further delay. We hope that the traffic authorities will take this matter in hand and once and for all put a stop to this dangerous practice.

The Tai Po Bridge.

In the motor notes published on the 12th. inst. we suggested that the matter of the closing of the Tai Po Bridge was one which the Automobile Association might take up with the Government. Since then we learn that the Association had already approached the Government on the matter, and that, in the meantime, official action is awaited.

Local Road Hogs.

While we should be the last to suggest the imposition of unnecessary restrictions regarding the speed of motor cars in the Colony, we do feel that action should be taken by the Traffic Department which would make an example of some of the speed fiends who disregard all rules for safety, when driving through the central district. Frequently motor cars are to be seen driving at from twenty to thirty miles per hour through Queen's Road or Des Voeux Road, and it is really surprising that more serious accidents are not recorded. Garden Road is another thoroughfare where speeding is too frequent, and unless strong action is taken, an accident, possibly involving loss of life, will sooner or later be recorded. Some drivers seem to think that they can travel at any speed, providing they sound the horn incessantly. The sooner they are disillusioned the safer for all concerned.

A Signaling Code.

Another point which calls for attention is the absence of any generally recognised code of signalling for drivers. At the present time it is impossible for the driver of a following car to understand exactly what the driver of the leading car intends to do. It is merely left to the intelligent anticipation of the individual in control of the motor car following, to determine what a hand hanging out at the side may indicate.

This point was emphasised the other day when following a lorry towards North Point. On several occasions a hand hanging out at the side was presumed to indicate that the machine in the lead was about to slow down or stop. Action was taken accordingly. After stopping several times, the leading driver again made the same signal. As it happened, the road on this occasion was clear ahead, and, taking it for granted that the lorry proposed pulling up again, the rear driver attempted to pass. In this case, however, the signal indicated that the lorry was turning across the road to the right in order to drive on to land where hill-cutting was in progress. While it may be argued that no attempt should have been made to pass owing to the fact that a signal had been given, it might also be contended that the driver who did try to pass, was quite right in assuming that the same signal which had been given three or four times previously, was intended to convey the same information that it had given before. Surely it is possible to devise a simple code of hand signals which will convey warning of the course of action proposed.

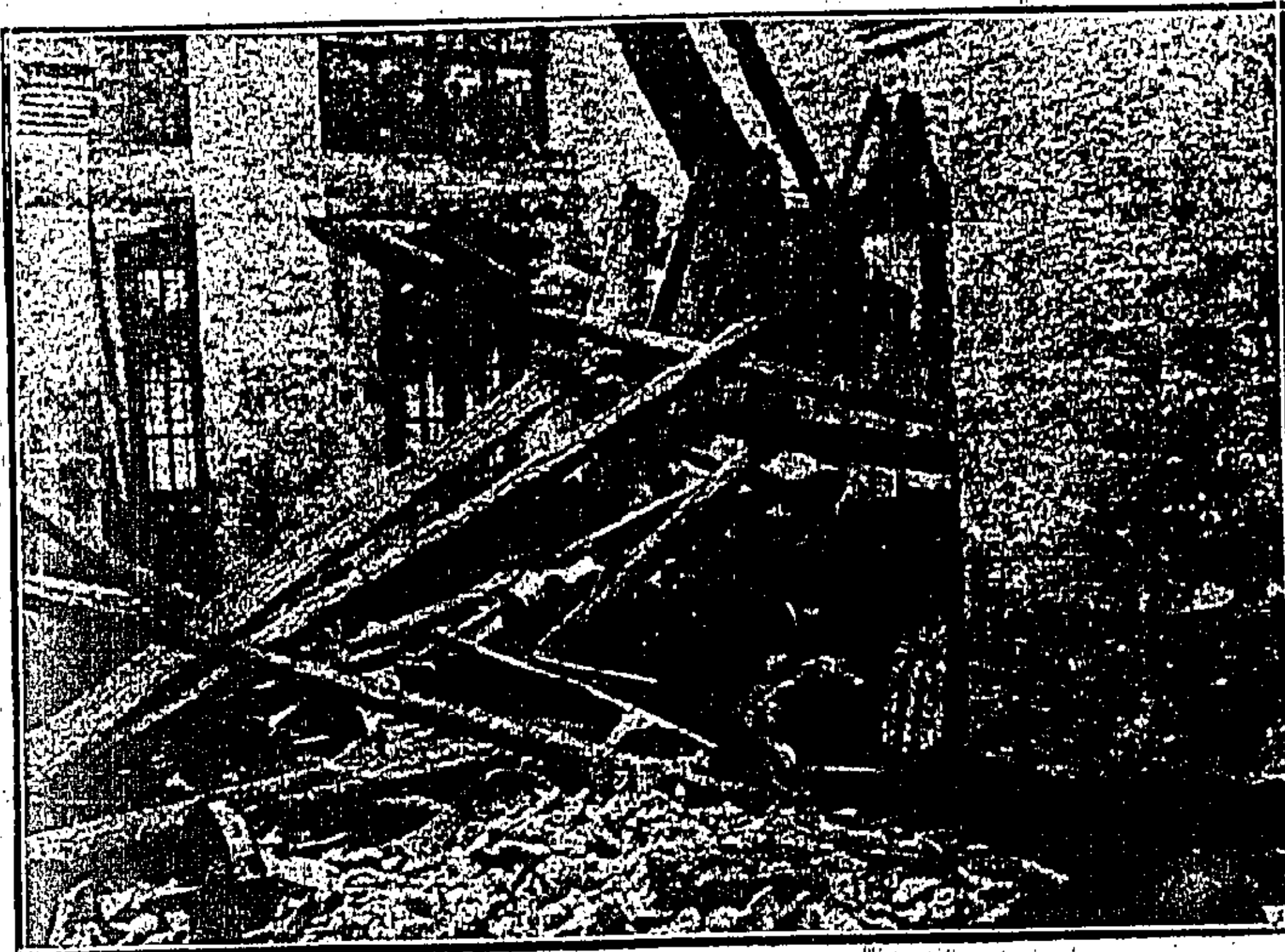
Parking and Ranking.

A local motorist has taken us to task somewhat for favourably commenting on the new parking arrangements without differentiating between "parking" and "ranking." It is pointed out that while the new system of parking is excellent for private vehicles, it is most unsuited for taxis or public hire vehicles. The point is quite a sound one, and we must confess that it had not occurred to us before. In the case of a private car, the owner leaves it on the space reserved until such time when he may next require it, but in the case of the taxi, it is recognised that the last vehicle to arrive on the rank must take the rear position, and gradually move up into place, until the other vehicles are engaged and the front stand is reached. The new system necessitates a general move on the part of every machine on the rank, which, instead of being able to move a few feet forward, have to shuffle backwards and forwards in order to move up. Such unnecessary manoeuvring is apt to cause congestion of traffic rather than to avoid it.

Motors and Housing.

Last week we referred to the beneficial effect the automobile would have in assisting towards the development of China, if only a settled and sane condition of affairs could be brought about. There is, however, a problem at our own doorstep which might to a very large extent be solved, perhaps will be solved, by the automobile. We refer to the paucity of dwelling houses for people of moderate means. It unfortunately has to be admitted that Hongkong, sadly lacks accommodation in congenial surroundings for the lesser rich, and there is no really attractive district within reach, other than by motor car or bus, which might be developed as a select form of suburbia where bungalows of the Colonial type could be erected at comparatively small cost. There are, however, quite a number of healthy localities, both on this side and the mainland, where such a scheme, in conjunction with a motor bus service, would prove an inestimable boon to a large number of residents. What could be more in the interest of the community's health than a seaside garden city with its bath-

FIRE DESTROYS MOTOR CARS IN LOCAL CONFLAGRATION.



Twelve motor cars were totally destroyed in a fire which broke out at a Garage at North Point on Sunday last. (Photo by Ming Yuen.)

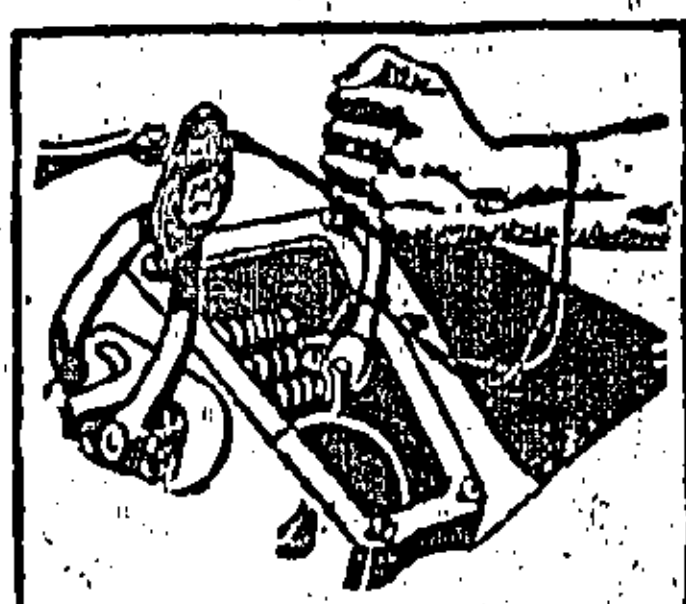
ing beach and recreation ground? If such a scheme were propounded and depended upon a certain number of applications from prospective tenants before it were put into operation, we do not think it would be long held in abeyance. Why should we not have a residential seaside resort near Hongkong? The motor bus certainly solves the problem of comfortable and reliable transport, and an enterprising company should find a sympathetic Government ready to assist them in the matter of an attractive site.

Auto-bathing trips.

There is also the question of bathing accommodation. That Hongkong should lack ample provision in the matter of sea bathing really is surprising, and there is no legitimate excuse for that. It is an anomalous fact. If Repulse Bay is overcrowded, the same cannot be said for Castle Peak. Something should be done for the majority of residents, who do not own either motor cars or motor cars, but who would welcome the opportunity of a day at one of our more distant beaches which could easily be brought within economical reach by motor transport.

Motor Mysteries.

During the week a letter appeared in the *Telegraph's* usual correspondence columns, from a reader who suggested that we publish a series of articles dealing with the "mysteries" of the petrol driven engine. The suggestion appears to be a good one, and we hope to be able to make an announcement on the matter in the near future.



When a Ford owner tries to adjust the transmission bands of his machine, he has to be extremely careful that the wrench will not slip from his hand and drop out of his reach. A simple way to be assured against such event is to tie a string to the wrench, and pass it around the wrist. If the wrench slips, it can be pulled out.

BOOKS FOR MOTORISTS.

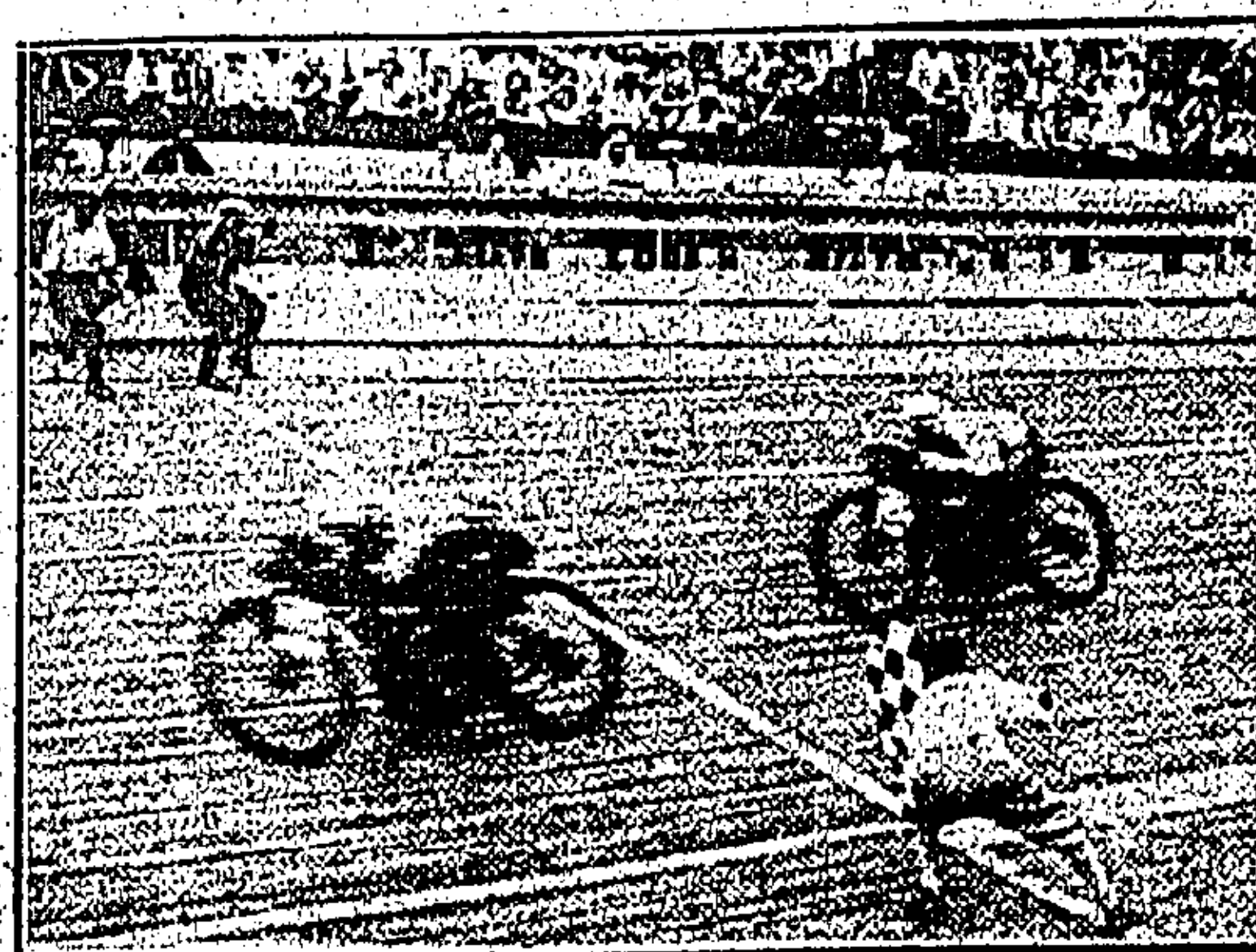
The Automobile Association, the membership of which has, by the way, recently attained the astounding figure of a quarter of a million, has brought out a Road Book of England and Wales and a separate volume, somewhat similar in scope and arrangement, entitled "Scotland for the Motorist." Any visitor, from overseas intending to tour in Great Britain ought certainly to get these books. They give a tremendous mass of valuable information on routes throughout the country, detailed maps of most of the principal cities, and in addition contain gazetteers which are an absolute model in that they do not consist of the usual dry material, but give really live information bearing upon the historical and scenic interests of each locality.

For overseas motor cyclists a thoroughly useful new publication is the Motor Cycle Overseas Annual and Buyers' Guide. This contains a mass of advice and technical information, both for the beginner and for the expert, very useful notes on tuning and on roadside repairs and a quantity of handy formulae. In the

Buyers' Guide are tabulated all the motor cycles on the Empire markets and not the least interesting portion of the book is that which consists of abbreviated catalogue matter giving admirably detailed information about nearly all the leading makes. The arrangements made for distributing the book are very complete, so there should be no difficulty in getting it in any part of the Empire.

To motorists with a taste for long tours or an interest in motoring adventure, a new book called "By Car to India," published by Hutchinsons, should appeal. It contains a description by Major Forbes-Leith of his journey from Leeds to Quetta on the North-West Indian Frontier in his Wolseley touring car of colonial pattern, christened "Felix II." During the run 6,500 miles were covered and the load consisted of three passengers and of cinema and camp equipment weighing about 850 pounds. Although 3,000 miles of the journey were over roadless country, 1,500 miles being on waterless desert, a hundred miles on deep sand and 250 miles bumping over railway sleepers, the total bill for spares was only £2-17-0, and the party suffered from only two punctures.

ALTOONA SPEEDWAY RACES.



The above photo shows the close finish of the 3-Mile Class A Solo race at the famous American racing track. The winner averaged 107.27 M.P.H. Both the above machines are Harley-Davidson.



Their rugged endurance and exceptional power fit them for the hardest service.

THE DRAGON MOTOR CAR CO., LTD.

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Most people learn best by their own experience rather than by the experience of others, or by the dependable representations of sellers whose reputations justify the acceptance of their statements.

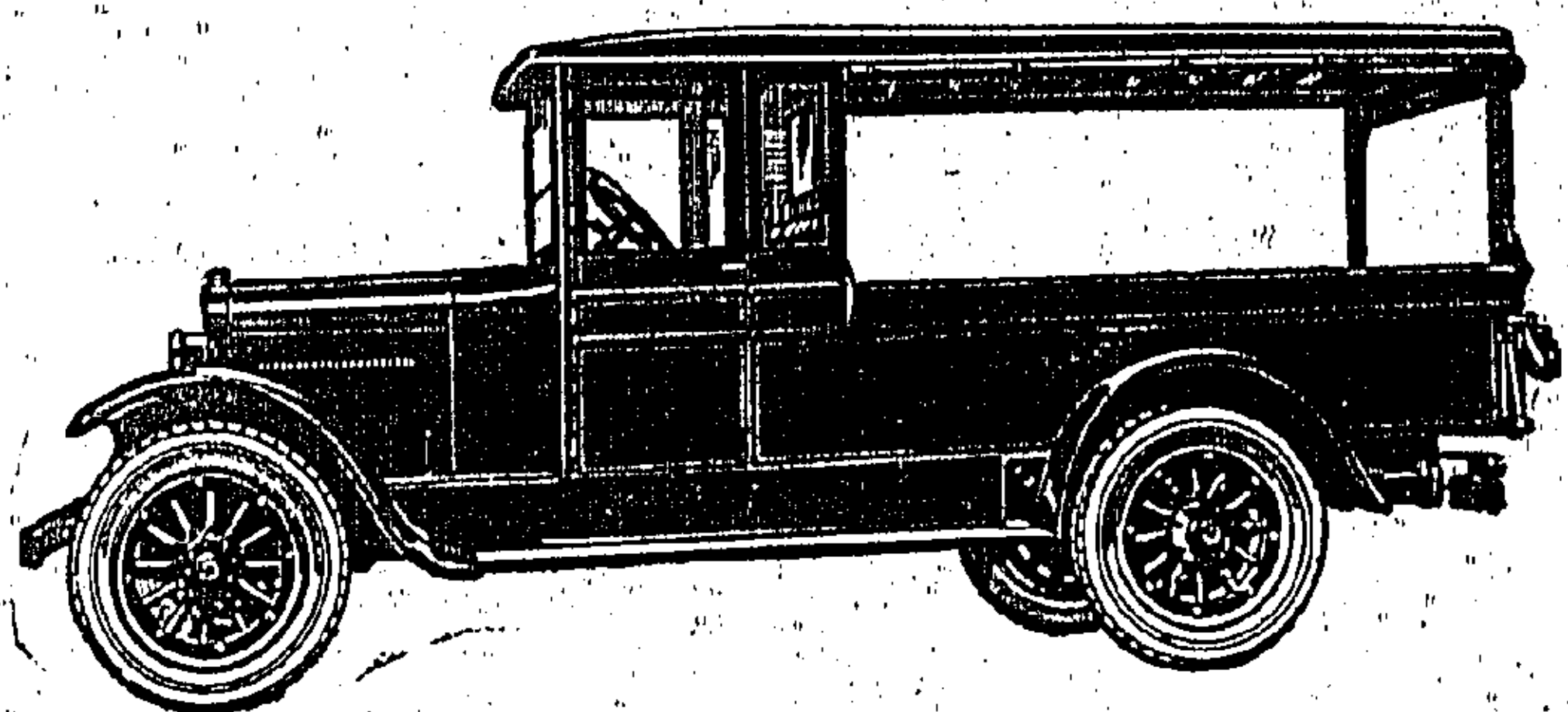
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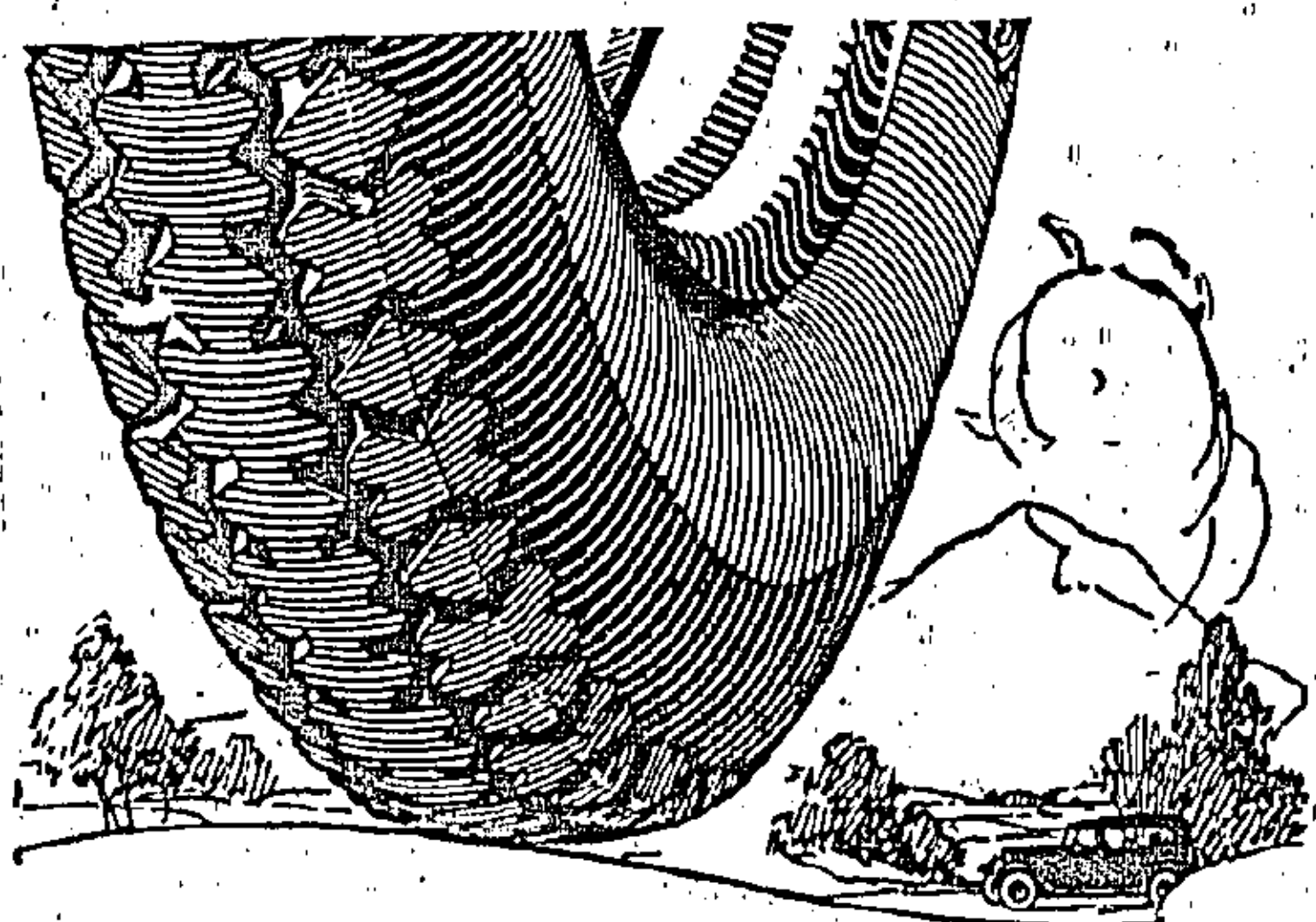
Impressive appearance, well built bodies, quick acceleration, volumes of reserve power, easy handling, comfortable riding, extremely low upkeep cost—and dependable service everywhere!

Everything that is desirable in a truck is embodied in the One-Ton. To see it is to realize that Graham Brothers have solved your haulage problem.

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MAXIMUM PERFORMANCE AT MINIMUM COST.

MOTOR transportation, of men or material, is to-day obtained with maximum security and comfort and a minimum cost when the tyre equipment is Firestone.

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Security against skidding, good appearance and car protection are additional benefits.

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TAXING MOTORS.

Which is the Best Method?

[BY "LOGICIAN"]

The question of motor taxation is one of absorbing interest, more especially when motorists differ widely in their opinions regarding the best method of applying that taxation. There is fairly general agreement with the basic theory that motor vehicles should pay tax because of the tremendously heavy public cost of maintaining the highways which suffer wear and tear more from motor vehicles nowadays than from any other class of traffic, but whether that tax is equitably levied is a point upon which there is wide divergence of opinion. In the case of motoring at Home there is practically a unanimous consensus of opinion against the horse-power basis upon which the tax is applied. The higher the horse-power (worked out according to a scale of rating approved by the R.A.C.) the greater the tax, the underlying assumption being that the more powerful is the car, the greater must be its weight and the greater must be its wear upon the roads. The assumption is, of course, false, and is generally recognised so to be. One effect of such a system of taxation has been to produce a type of motor car which will evade high tax by being small in horse-power, and thus England has become a country producing not the car with the ideal horse-power for its size, but the car with the least possible effective horse-power for its size. The light cars of England (some of which are as petite as to become engineering jokes) are primarily the product of a system of taxation and not the product of unhampered British engineering ability. So far as the English method of taxation goes, therefore, it can be dismissed as thoroughly bad, because it has tended to produce hundreds of freakish and ridiculously low-powered cars. The exchequer has been robbed at the expense of engineering practice.

If we take the method of imposing the motor car tax in Hongkong we find that, although there has been an improvement on the Home method, there is still room for criticism. There is a graduated scale of fees imposed, based on the weight of the vehicle and not its horse-power. If the car or truck has solid tyres it pays more than if it has pneumatic tyres, and the fees for public hire vehicles are much higher than for private vehicles. But in spite of a very ingenious attempt to make this imposition of tax on the weight basis, an equitable one, there are several anomalies to be found. Firstly, the car which is used, say only once a week for pleasure, pays just as much as its comparable fellow which is used every day, and which gets far more use of the road towards the upkeep of which the revenue from motor car taxation goes. Most of the private motor cars in Hongkong come under the \$24 per year scale, but no one would contend for a moment that all such cars get an equal use of the road. It is only right and fair that heavy commercial vehicles, especially those with solid tyres, should pay more than light cars, but there should be some difference even between heavy vehicles which use the roads a lot and those which use the roads so much less.

The problem of finding a truly equitable basis of motor taxation which is easily workable and inexpensive in operation is not easy. There has been a very interesting suggestion made in the Philippines recently that only a purely nominal fee should be made, for motor car registration and number plates, and that a tax should be put on petrol instead of on cars. The arguments in favour of such a course seem fairly sound—at least much fairer than in the case of a tax on cars. The car which used the most gasoline would pay the most tax; thus the heavy high-powered cars and trucks would pay more than light ones, and a much-used car would pay more than its fellow which only went out once or twice a week. The heavy road-wearers (both in the matter of weight and frequency of use) would pay more than those that did not wear the road so much. If the motor car tax were made into a gasoline tax it would be fair all round, although there would have to be some

HOLIDAY MOTORING.

SAVING POCKET AND SKIN.

(BY H. MASSAO BUIST IN THE LONDON "OBSERVER")

Perhaps one offers a more effective argument to those motorists who incline to be callous when one points out that their reluctance to change gear, whereby oftentimes inevitably their engine does what motorists call "slow slogging," is extremely bad for the mechanism, resulting often in cracked pistons, bent connecting rods, broken big ends, and other expensive failures. I find that a very high proportion of motorists who "hang on to" a high gear overlong have not the least idea of the damage they are doing to their cars, particularly in these days of lighter reciprocating parts, of alloy pistons, and so forth. Nor have they any notion of the extreme danger of the procedure.

For instance, I know one motorist who for years has driven a minimum of 15,000 miles per annum in all weathers and who, whether he is on top or on a low gear, slows his car on approaching a T-turn, or a cross road, but who never puts in a lower gear to approach and make the passage, or the turn, as the case may be. The result is that such a man comes admirably slowly to a critical part of the road, but his car is nothing less than an obstruction and oftentimes a menace when it gets to the very part where danger is to be expected. With too high a gear engaged, a car cannot be manoeuvred; but, in effect, is nearly in as bad a case as if somebody put it athwart the cross-road and left it stationary at the critical part. One should never have to change speed when traversing any part of the road where danger is to be anticipated. On the contrary, before one gets

safeguards against the use of other and untaxed spirits for fuel. The whole subject is one of intense interest, more especially to Hongkong motorists by reason of a whispered possibility that the basis of taxation here is shortly to be changed.

to such a point, invariably one should be sure that a sufficiently low speed is engaged to enable the car to be accelerated on the instant: it should be "nippy."

FROM CYCLE TO CAR.

I find that many who have graduated to motor car owning from motor bicycle wherein they have had in the past very slow speed engines of the "single cylinder" type, will keep in the direct drive for instance, in circumstances in which you can count separately the detonations, and feel the engine stutter due to the terrible strain of dead centre firing at slow speeds, wherein maximum force is exerted to destroy the mechanism and relatively little to turn the crankshaft. Those graduating from this school do not even understand that, when they hear a motor bicycle engine firing very slowly and when they hear a four-cylinder car engine firing at the same speed, the latter's crankshaft is turning over at a quarter of the speed of that at which a motor-cycle engine is turning when it emits sounds at the same rate. How much greater, therefore, is the actual abuse of the car engine? We do not make more flexible and more efficient engines to be misused in this fashion. On the contrary, crankshaft revolutions not only spell power; they, besides, economise fuel, wear, and tear.

FACTS YOU OUGHT TO KNOW.

Many drivers seem to be so obsessed with the idea that in making a turn the rear wheels cut the arc described by the front wheels that they proceed at right angles straight across the road into which they intend to turn to left, or to the right, before attempting to make the turn. By the time they have accomplished it, generally they are "on the other fellow's side of the road" and only begin to true up and take their right station on the road after proceeding 50 or 100 yards. This is a great cause of accidents. The driver should practise to discover how neatly he can make a turn to right, or to left, into a road without getting right athwart the thoroughfare into which he is passing, also without fouling the curb with his rear, nearside wheel.

In driving, too, you should not "saw" your car. All unnecessary,

MOBILE PUBLICITY.

LIGHT COMMERCIAL VANS.

Undoubtedly one of the outstanding features in motor transport development during the past few years has been the increased use of light motor vans for retail trade delivery purposes. Motor Transport calls attention to the fact that the trade user has not been slow to realise that in his motor van he has at his disposal an inexpensive, but very valuable, advertising medium, so that hand-in-hand with light van progress has come publicity bodywork in a multitude of attractive forms.

GET THE HAND
SIGNAL HABIT. IT
PROTECTS YOU, TOO

or exaggerated, changes of direction should be avoided.

At holiday times one notices folk are unduly fussy about the water in the cooler, especially with new cars. Every morning they will examine the radiator and fill it up to the cap level. This is quite wrong. Water expands when it gets warm, therefore it follows that it contracts when it is cool. No radiator ought to be filled to the level of the filler cap. It is not to the purpose that every radiator is, or should be, supplied with an overflow pipe. The water may heat up and expand so quickly as to be an excess of that overflow pipe's capacity to discharge the surplus. There is no more fruitful cause of steam pockets—the most-to-be-avoided—trouble in connecting with the water-cooling system than over-filled radiators. When the water is cold there should always be left unfilled at least three or four inches of clear space at the top of the radiator. This will allow a reasonable space for expansion as it heats to the normal temperature at which the engine should be run.

PACKARD ANNOUNCES

Packard announces that already more than 15,000 new Packard owners have found in their cars the most notable improvements since the introduction of the electric starter.

These improvements are (1) chassis lubricator, (2) the motor oil rectifier. Together they double the life of Packard cars.

The Chassis Lubricator

With the exception of six points that must be oiled by hand once every 10,000 miles, the chassis points requiring regular attention, 45 in all, may be oiled in less time than it takes to sound the horn.

The pull of a plunger, a second of time, and every part is bathed in oil.

How much would your car be worth to-day if it had no electric starter? How much would your car be worth two, three or four years from to-day if it has no chassis lubricator and motor oil rectifier?

These improvements, found together only in Packard cars, are among the most important ever made in motor car design. While the electric starter increased the sale of cars—the chassis lubricator and the motor oil rectifier double the life of cars—cutting depreciation in half and making the Packard the most economical car in its class to own, to operate and to maintain.

The Motor Oil Rectifier

The motor oil needs to be changed but once in every 2,500 miles. The lubricating qualities are preserved through a complete and automatic purification once every hour while the motor is running.

The result—longer life of parts, lower costs for oil, and quietness of operation.

First by ten years or more to protect the interests of owners through retaining standardized appearance and in offering no yearly models, Packard is now first to make it easily possible for owners to get out of their cars the long and desirable mileage life built into them.

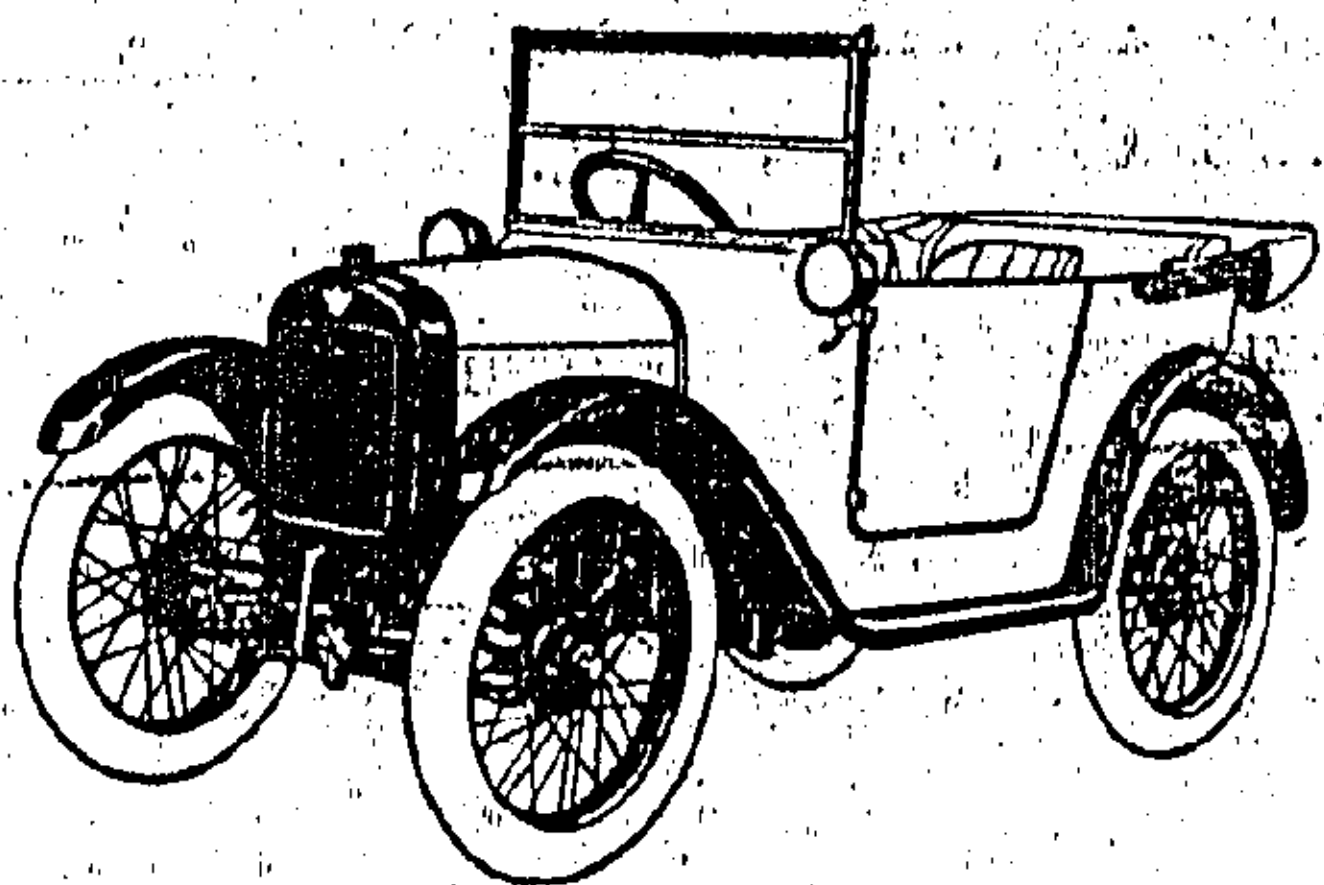
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PACKARD

ASK THE MAN WHO OWNS ONE.



There is no use going into details
THE AUSTIN "7"
Is the Small Car for SERVICE and
ECONOMY.

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

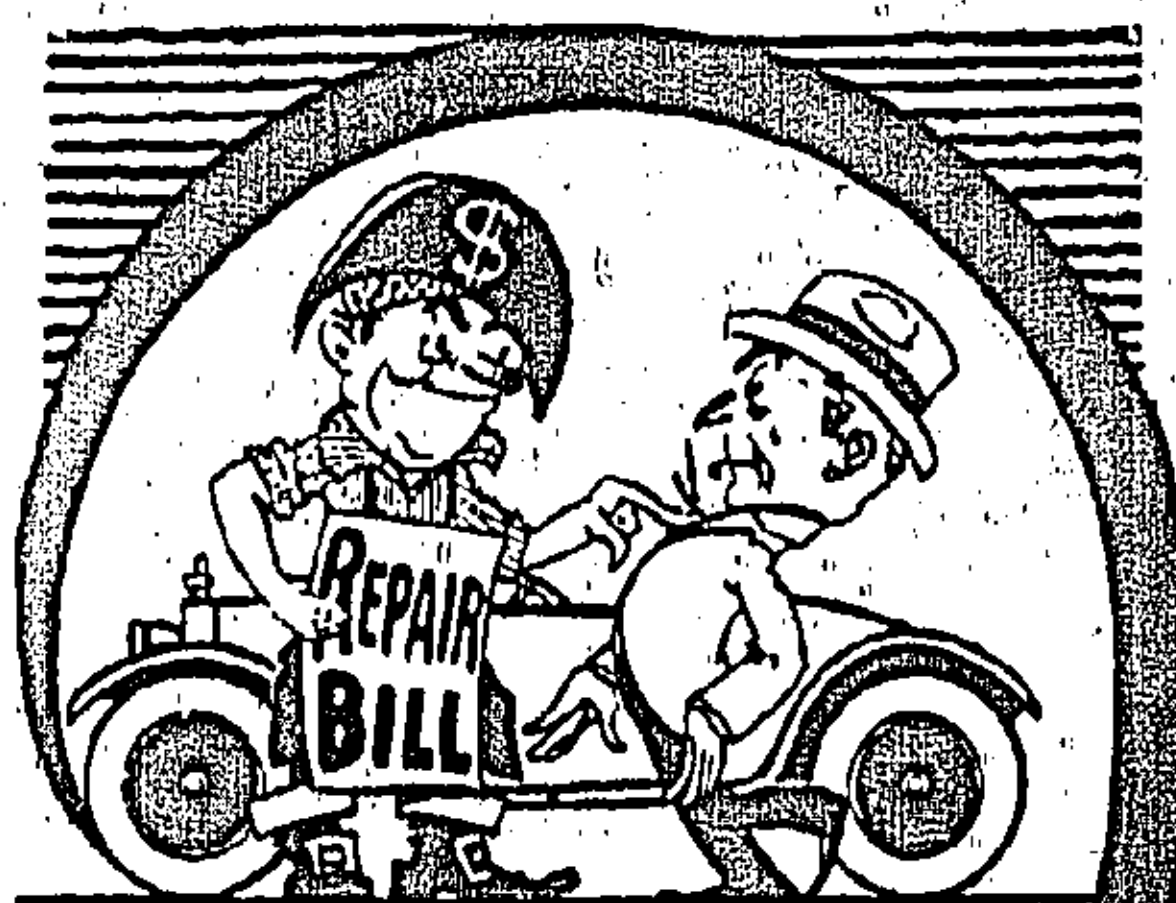
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The regular use of Shell
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**Ever Been Held Up
By a big Repair Bill?**

CHANCES are your car

had been so neglect-
ed there was a great deal
the matter with it. They
finally tinkered up all the
kinks—but the shock of
that bill almost proved
fatal.

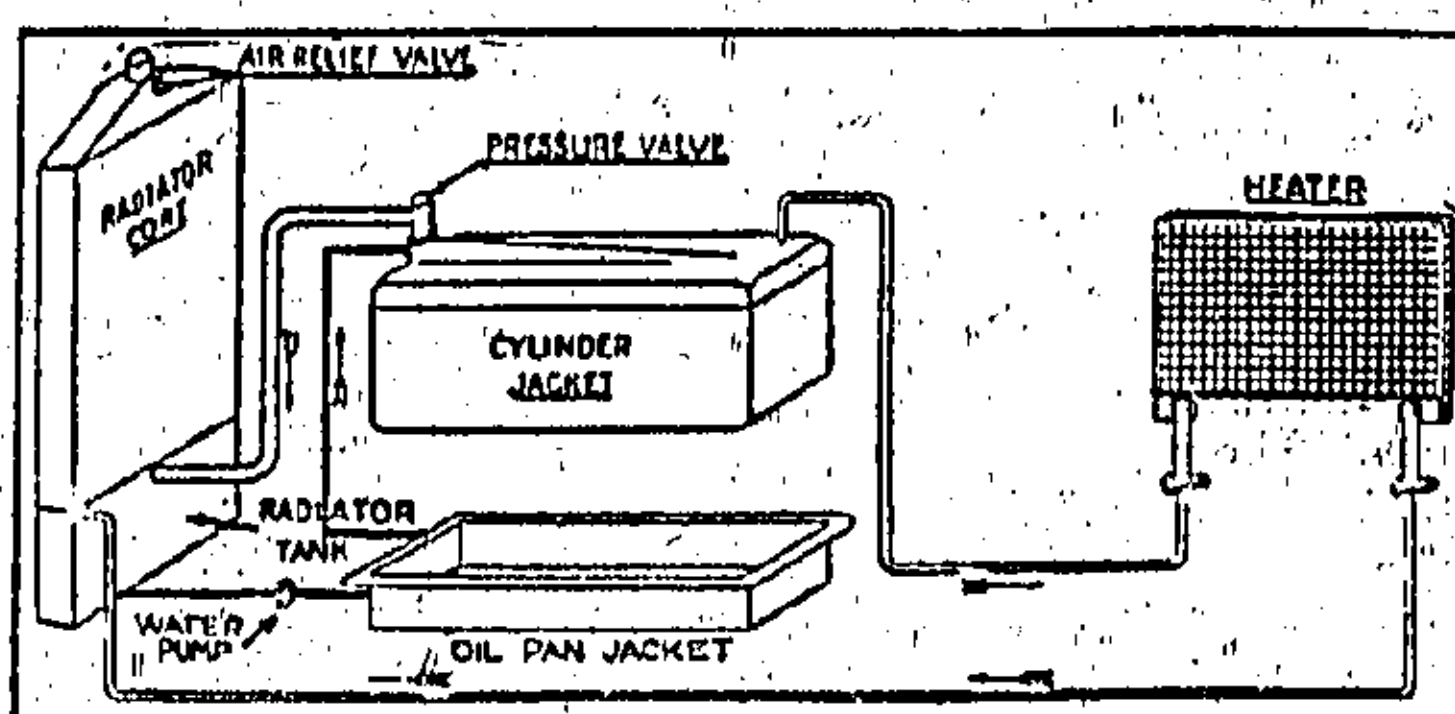
Patrons of this Garage
find it a whole lot cheaper
to have us keep their cars
in top-notch condition all
the time. It's the best
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THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision.
Telephone Central 1246 or 1247

STEAM COOLED ENGINES.

NEW METHOD, APPROVED BY LEADING ENGINEERS



Simplified diagram of the combination steam cooling and heating system.

Steam, to cool the engine and heat the car, will be applied to some of the new models to be exhibited at the coming automobile shows.

This apparently paradoxical condition is occasioned by adoption of the steam cooling system, a new method that has been approved by leading automotive engineers.

Steam lines run from the water cooling jacket around the engine, to the radiator in front or to the heater in the inside of the car.

In the one case, the steam is the result of a new kind of cooling system. In the second, it's the cause of a new and better type of heating.

Steam cooling has long been studied by automotive engineers. The method was found to be extremely simple, once it was decided to run the line from overheated water jacket to the bottom, instead of the top of the radiator.

This little change brought about the reduction of steam, formed from boiling water in the jacket, through the radiator, rather than the cooling of heated water by this method.

When a radiator steams, in the present system, it is because the cooling lines were built along the wrong plan of sending the water downward from the top of the radiator. Steam, being lighter than air, forced its way through the opening at the top.

By the new system, the overheated water and steam are directed toward the bottom of the radiator where the steam separates

itself from the water and, spreading upward through the core, is condensed before it gets to the top.

A pump at the bottom of the radiator keeps the water in constant circulation.

Just as the water is circulated through the cooling jacket, it can also be sent through a water-tight compartment around the oil pan at the bottom of the crankcase. The hot water, circulating around the oil, forces the evaporation of any fuel gas that might have gotten into it, and thus keeps the oil pure.

By this system, the engine heats up much faster, up to the point of steaming, when it's at its highest efficiency. Faster heating of the engine at the start means greater fuel economy.

Also, say the engineers, alcohol mixed with the water in winter has much less chance to evaporate than in the present system, because vaporized liquids are quickly condensed in the radiator core.

A pipe leading from the steam line to a heater in the car, before the steam gets to the radiator, affords a dependable and stable heating arrangement in winter.

Even while the engine is idling, once it has been brought up to its efficient point, considerable heat is supplied. There is little loss of heat between the system and the heater of the car, and the heater itself requires no cleanings such as that necessary with the exhaust types.—*Exclusive to The Hongkong Telegraph.*

THE TRAFFIC PROBLEM

THE LONG AND THE SHORT OF IT.

A New York authority on transport problems has postulated that traffic congestion in New York and other big American cities cannot be materially improved until cars are made smaller.

This statement has been ridiculed in many directions, yet in my opinion it is worthy of considerable thought and attention.

Obviously the roads of cities already planned and built cannot be lengthened, nor can they be widened at will to accommodate a greater number of lines of traffic. Yet on these roads we must be prepared for an ever-increasing number of automobiles.

How are they to be accommodated? Surely not by making two-deck automobiles!

Some little improvement can, of course, be made by better traffic control, thus increasing the average speed of the traffic flow. Saturation point in this direction will, however, soon be reached, and future improvements must lie in the direction of smaller vehicles generally.

I think it is easily demonstrable that in London, cars are, on the average, 10 per cent. shorter than is the case in New York, because the excellently made, sturdy and reliable light cars have obtained a tremendous grip on the British market, and have proved themselves so extremely capable that they are now being exported in ever-increasing quantities to a large number of overseas territories where motoring conditions are anything but easy. We must admit that London has materially assisted New York and other foreign capitals by demonstrating to them its method of traffic control, but not a little of its success is due to the fact that the major proportion of its traffic consists of motor-driven vehicles appreciably shorter on the average than those in, let us say, New York.

Again, the power of acceleration and the "nimbleness" of these small cars, resulting in a quick

ROAD CONSTRUCTION.

RAPID HARDENING CEMENT FAVOURED.

Roads that are constantly up for repair are a constant source of obstruction. Lately *The Auto-car* has devoted a great deal of space to matters connected with road construction, having published articles by numerous eminent authorities on the subject. Road repairs must, of course, become necessary sooner or later, and when this is the case the great point is to condense them into the shortest possible time. Hence the widely extended use of the rapid hardening cement known as "Ferrocrete". This material has lately been used for the construction of many of the important roads in London, including Piccadilly and Victoria Street, and no one could fail to notice with satisfaction how short an interval elapsed before these important thoroughfares were open again to traffic.

got away and the ability to swiftly make use of an opportunity to slip into an open space in the traffic line ahead, must necessarily be of great assistance to the police who control the traffic, and to road users in general, because such cars can be equally easily and quickly decelerated, and thus constitute a lesser danger than the bigger and heavier automobiles I have in mind.

We must get out of our minds at the commencement any suggestion that these cars are not comfortable. They compare favourably in this respect with the biggest and heaviest automobiles in America, and one particular car I have in mind is remarkable, in that with an overall length of 10 ft. it provides ample accommodation for two 6 ft. passengers, and has an occasional or dicky seat at the rear for two other passengers when required. The largest model turned out by the manufacturers of this car is only 11 ft. 6 in. and provides enough leg room for four 6 ft. passengers to positively lounge in the body.

NEW FOREST CHARM.

HAMPSHIRE'S DELIGHTFUL SCENERY.

THROUGH THE NEW FOREST WITH A SINGER.

Any overseas motorist on a visit to England who fails to make a trip to that part of Hampshire known as the New Forest will miss some of the most delightful scenery to be found in Britain. No matter what time of year it may be, the New Forest has a never failing charm of its own, and the many side roads which intersect it make it easy for the motorist to enjoy the varied beauties of the scene.

The writer recently spent a happy week with the little village of Beaulieu as headquarters, exploring the Forest with the aid of a 10-26 h.p. Singer, and a more enjoyable time it would be hard to find. It happened that the gorse was just at its best and freshest, and it is difficult to do justice to the miles of gorgeous yellow bloom which were to be found on every common. Beaulieu is a most attractive spot, described in the Automobile Association's recent admirable Road Book as "acceptable alike to the artist and the leisured." Here beside the Beaulieu River are the ruins of a once great Cistercian abbey, while only three miles down the river is Buckler's Hard, where from 1743 to 1812, Henry Adams built such famous ships for the Royal Navy as the *Agamemnon*, *Euryalus* and *Swiftsure*, all of which were in the line at Trafalgar.

Between Beaulieu River and Southampton Water are to be found the little villages of Fawley and Lepe, a magnificent view of the Solent being obtained from the latter with giant Atlantic liners passing to and from the port, while inland the woods are carpeted with primroses and dog violets.

On the Salisbury side of the Forest, a wilder tract of country is to be found with moorland and sparser trees and fine distances. From the high ground the River Avon is to be seen, famous for its salmon and trout. Ringwood is the chief centre of interest in this quarter, and has a history, dating back to Domesday.

MOTOR CAR TRIES TO FLY.



This automobile tried to turn into an airplane in Cleveland. The driver averted to the curb to avoid a collision and lost control. The car leaped the curb and slid straight up the guy-wire of a telephone pole, sticking there when it had reached the angle shown above.

TRANS-AFRICAN TRIP.

ORAN TO CAPE TOWN BY MOTOR.

Captain Delingette, who will be remembered as the pilot of a Renault car across the Sahara in eight days, has just completed the journey from Oran to Cape town on another six-wheeled Renault machine in company with his wife, M. Bonnaure (the mechanic), and an Algerian native. As *Motor Transport* points out, this is the first motor expedition to achieve success in the trans-African journey.

breakdowns, but gives not a moment's anxiety, and in this respect it is hardly necessary to add that the Singer was irreplaceable.

BETTER AND BETTER

Dependable ten years ago, and five years ago, and more dependable than ever to-day Dodge Brothers Motor Car simply represents the latest phase in a process of continual betterment.

The first cars Dodge Brothers built established a world-wide reputation. The cars they are building to-day incorporate the accumulated refinements of those ten intervening years.

That important improvements in the comfort and appearance of the car are made from time to time, implies no basic departure from Dodge Brothers traditional policy of progressive rather than seasonal development.

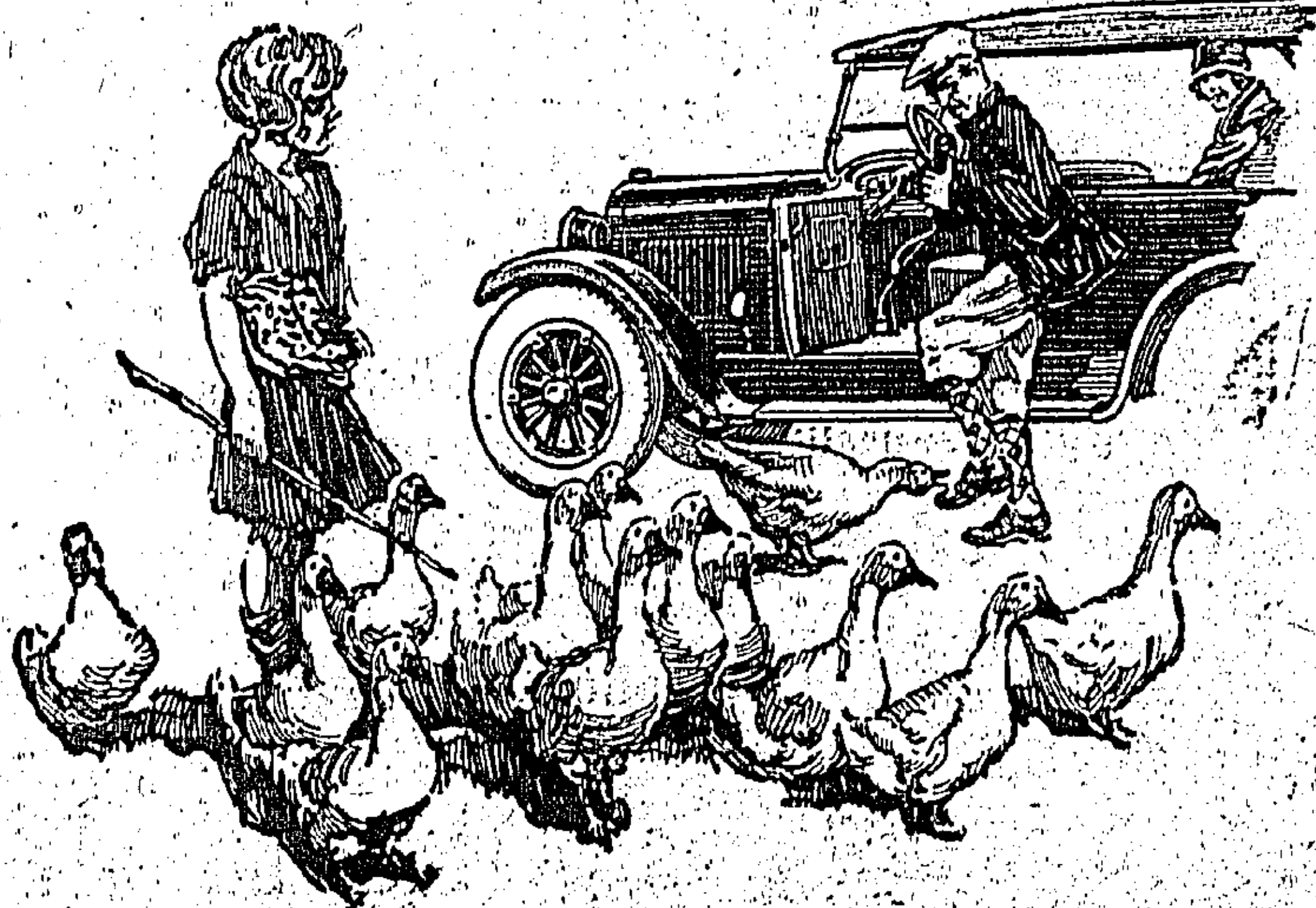
MADE AT DETROIT AND AT ONTARIO, CANADA.

DODGE BROTHERS

THE DRAGON MOTOR CAR COMPANY, LIMITED.

33, WONG NEI CHUNG ROAD

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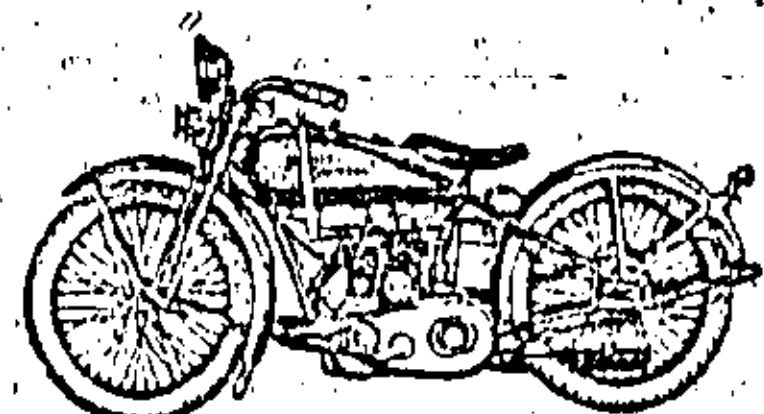


6,000 MILES THROUGH CENTRAL AUSTRALIA.



From Melbourne there recently started a motor lorry which will tour through the central districts of Australia, demonstrating the efficiency of motor transport. The route undertaken is a particularly rough one but there is no doubt but what modern transport will prove successful. Shell motor spirit, lubricating oil and grease are being used throughout.

FEW NIGHT ACCIDENTS. There are less grade crossings at night than by day, pump has been designed by a Jack. Seventy per cent. of the grade son (Mich.) firm. There is a crossing accidents, which have standardized fun and a water taken the lives of 10,000 people pump unit which incorporates a and injured 30,000 in the last five pressure lubricating pump, and years, happened during the day, automatic fan belt tightener and say safety authorities. packing gland adjustment.



HARLEY-DAVIDSON LIGHTWEIGHT

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder side by side valves.

According to the factory tests, this lightweight machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.

Kindly look your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment in September.

ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car - built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

SOME NEW MODELS.

FORTHCOMING OLYMPIA SHOW.

(Special Report to The Hongkong Telegraph.)

Some New Models.

As is usual at this time of year, particulars are now becoming available of a number of new models which will no doubt figure among the prominent attractions at the forthcoming Olympia Shows. It seems certain that so far as concerns the Commercial Vehicle Show (October 29th-November 7th), a feature will be the appearance in considerable numbers of chain track vehicles suitable for cross-country work. We may also expect to see several examples of six-wheelers, both of the flexible type and also of the new variety built by Karrier Motors and recently described in these notes. Another very interesting Karrier model is the "KL" type low loading bus chassis. This is designed so as to permit of thirty-nine passengers being carried in a single deck body, or fifty-two on a double decker. The driver sits alongside the engine, which develops 50 h.p. at 1,000 r.p.m. The side members are dropped from behind the dashboard and upswep over the back axle, the arrangement giving a loading height from the ground of as little as 2 feet 3½ inches.

A number of special purpose vehicles illustrative of the ubiquity of motor transport will also be shown. A very interesting recent example in this category is a machine specially built by Messrs. Dennis Brothers for one of the biggest British gas companies. The Dennis fire engine chassis is employed, but in place of the pump there is a powerful water-cooled air compressor supplying power for six pneumatic tools. Thus, when a leak occurs in the gas mains, the machine is equipped not only to reach the spot without delay, but to carry out with the utmost despatch the excavations necessary before repair can be effected.

For the most part the manufacturers of private cars will be showing improved editions of existing models rather than new models, though naturally the latter will also be in evidence. A good example is the new 14-30 h.p. Armstrong Siddeley which has been designed and built as the direct result of prolonged and personal study of the overseas market. The engine has overhead valves operated by push rods and is of 1,852 c.c. capacity. The gear box gives three speeds

with central control, the springs are semi-elliptic and four-wheel brakes are fitted. The ground clearance is approximately 10 inches, the wheel track 4 feet 8 inches, and the wheel base 9 feet 6 inches. The petrol tank holds enough fuel for a run of two hundred miles and an ever-visible petrol gauge on the filler cap on the scuttle eliminates the risk of running out of fuel unawares.

In addition to introducing the "Big Bentley" recently described in these notes, Messrs. Bentley Motors are also bringing forward a new model of their famous 3-litre car, to be known as the "Light Tourer". It aims at combining the liveliness and handiness of the short wheel-base speed model with the smooth running characteristics of the long wheel-base standard type. Certain economies have been effected enabling the chassis to be marketed at £359 ex works.

Detail Improvement.

The 14-40 Vauxhall, hitherto described as a four-seater, has now been altered to take a really adequate five-seater body. Detachable wire wheels replace the disc wheels and the track has been increased to approximately 4 feet 8 inches, giving room for enlarging the back seat to take three persons. The chassis has been slightly lengthened, which allows the doors to be wider, and low pressure tyres have been adopted.

The 20 h.p. Rolls-Royce can now be had fitted with right-hand change speed and brake levers and a four speed in place of a three speed gear box; without any addition to the previous chassis price. The Rolls-Royce system of six brakes, as standardised on the larger chassis, can now be fitted also to the 20 h.p. car as an extra.

The chassis of the new type A.C. four-seater now provides for a longer wheel base, giving room for a greatly improved body with four doors. The front seats are adjustable optionally either independently or the two together.

Several improvements have recently been introduced into the 11/22 h.p. Wolseley. The four-seater now has four doors and wider seats, also an improved type of hood with rigid side curtains. Mechanical items include a hot spot inlet pipe, increased length of valve stem guides, a re-arrangement of the inlet ports on the same side as the exhaust ports and Tecalemit grease gun fittings.

IMPRESSIVE SIGHT.

MACHINES DEVELOPING 15,000 H.P.

One of the most impressive sights ever arranged was the formation flying at the Royal Air Force display at Hendon Aerodrome, on Saturday, June 27th, in the presence of their Majesties the King and Queen.

Thirty-six machines—eighteen Fairey-Mapier "Fawns" and eighteen D. H. 9a's, developing together over 15,000 h.p.—were seen drilling in the air, making evolutions in perfect formation.

British pilots have no superior in handling machines, and a demonstration on such a large scale has never before been presented to the public.

Thrills were also provided by the fighting between two scouts big twin-engined bomber and the attack on an enemy cruiser by nine twin-engine Vickers-Napier "Virginia" bombers.

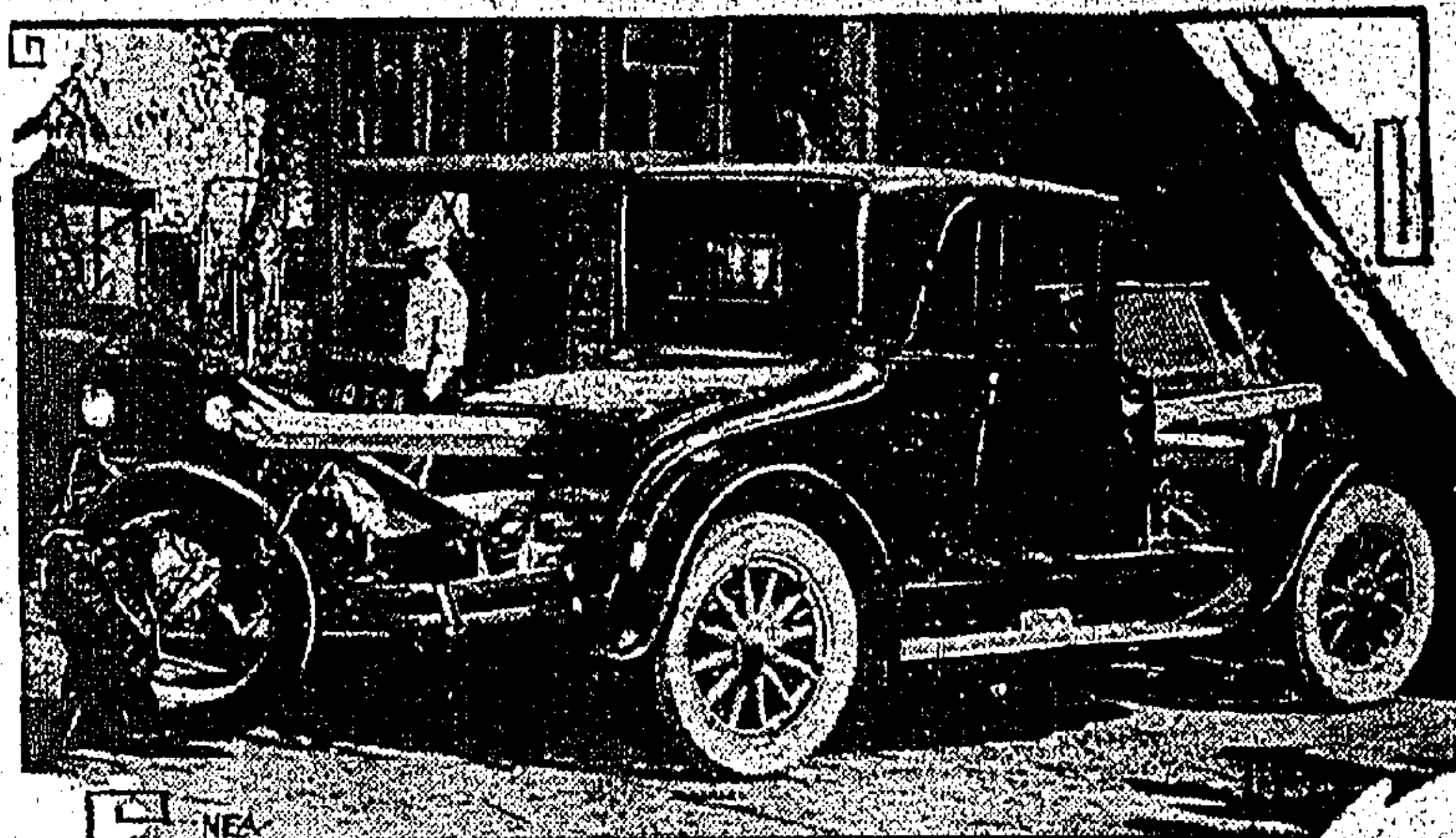
ROUND AUSTRALIA.

10,000 MILES BY MOTOR CYCLE.

An adventurous motor cycle ride of 10,000 miles round the continent of Australia was recently described by an intrepid pathfinder in the columns of *The Motor Cycle*. At one time the rider was lost in the bush for three days, and on another occasion he was compelled to use dripping for lubricating his engine.

NECESSITIES OF SAFE TRAVEL.

WATCH YOUR SPEEDOMETER TO AVOID ACCIDENTS.



The driver of this car took a curve at 45 miles an hour. The rails stopped him after two had plowed through the car from front to rear, breaking his companion's leg and tearing her skirt from her.

(BY W. T. MORRIS.)

Accessories were once considered the luxuries of automotive travel. To-day many of them are the necessities of safe travel. Of these the speedometer has a distinct and important function in maintaining safety on the street and highway.

Too many drivers believe in their ability to judge their rate of travel without the aid of the meter to register their speed.

A true story is told of a taxicab company manager who called upon a driver to prove that he was going only 20 miles an hour at the time of an accident.

The driver took the wheel of a car equipped with a speedometer. A cardboard was placed over the meter.

When the driver had reached what he estimated to be 20 miles an hour, the cardboard was removed. He was found to be driving at 36 miles an hour—and he was an experienced operator.

Statistics show that the majority of traffic accidents are caused by too much speed. In many cases, the driver fails to appreciate how fast he is really travelling.

Suitor your speed to that of the car ahead or to other traffic

is not always wise. Conditions of traffic determine the speed at which it is safe to drive but every motorist knows that above 25 or 30 miles an hour, he must be vigilant, and unusually alert to prevent accidents.

Speed is difficult to estimate. Failure to appreciate the rate at which you approach intersections with cross traffic leads to narrowly averted collisions and to unnecessary driving strain.

Know your speed laws and your speed. It's safer than guessing.—(Exclusive to the Hongkong Telegraph.)

MARINE MOTORS.

REDUCTION GEARS FOR SMALL CRAFT.

Reducing gears are being employed now to a marked degree in conjunction with the faster running marine motors, the range covering installations from 4 to 100 h.p. Modern engineering skill has evolved this method of linking higher and more efficient engine speeds with lower and more economic propeller speeds with a corresponding increase in efficiency and advantage all round. One of the very first firms to apply the principle was the Ailsa Craig Motor Co., of Chiswick, and

the Company has accumulated data which covers every possible contingency. In cases where there is no room below the engine for the reduction drive it can be arranged above, at the side or in any intermediate position. This adaptability is much appreciated by owners of sailing vessels.

This year the winning boat of the London to Cowes Reliability Trial was fitted with reduction gear for the first time. "Peggy II", a 33 ft. cabin cruiser fitted with a 20-24 h.p. Ailsa Craig marine motor and reduction gear won in fine style, the engine running continuously on full throttle for 21½ hours without a hitch—during this time the course of 160 miles was completed.

PASSENGERS BLAMED.

Passengers of motor vehicles are given a large share of the blame for the high automobile accident rate, according to statements of the American Automobile Association. Many accidents have their origin in the thoughts and actions of the members of the motor party, says the association.

AUTOMATIC SWITCH.

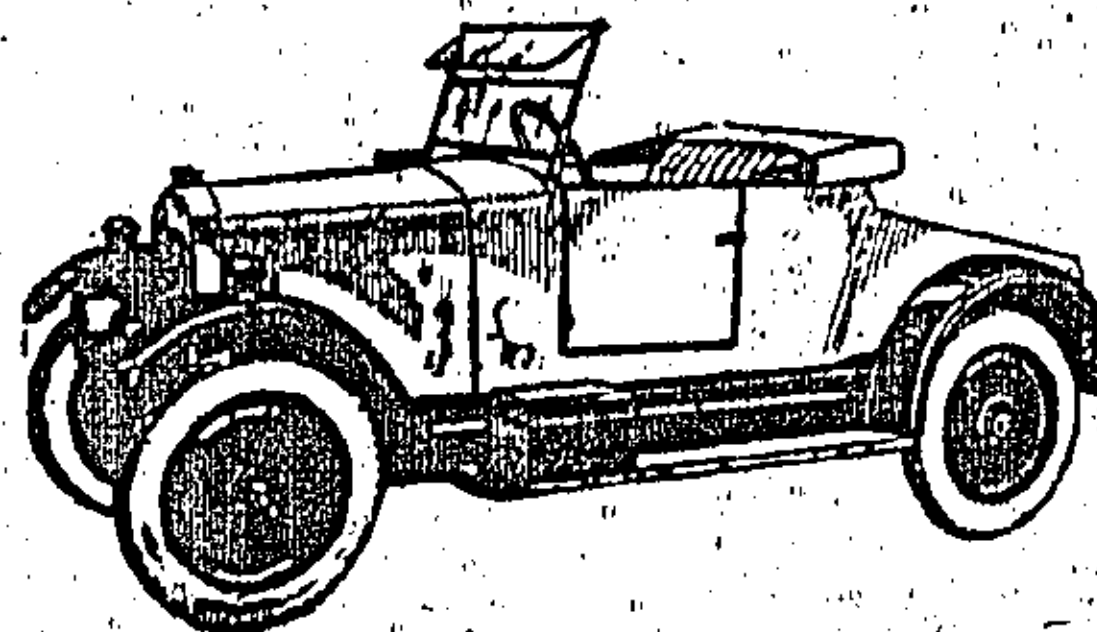
An English inventor has patented an automatic switch for the ignition circuit which is operated by the suction in the inlet manifold. When the engine is cranked, the vacuum produced in the manifold draws a piston to the top of the cylinder thereby closing the ignition circuit.



BRITISH THROUGHOUT

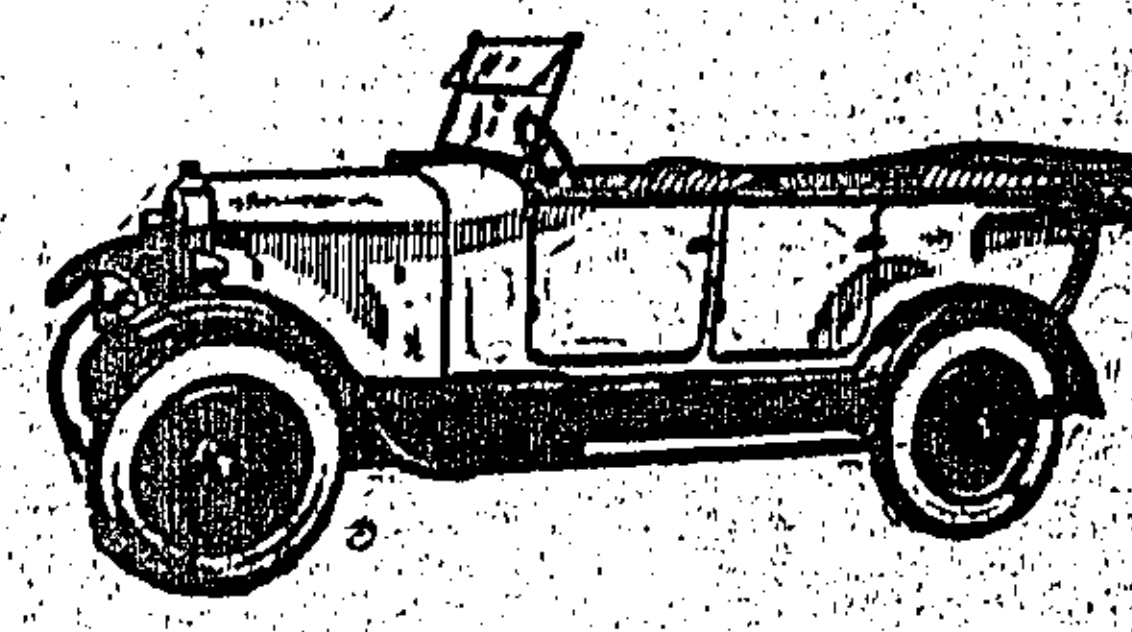
SATISFACTION — ECONOMY

(35/40 Miles per Gallon)



Two Seater "De Luxe"

£250.0.0.



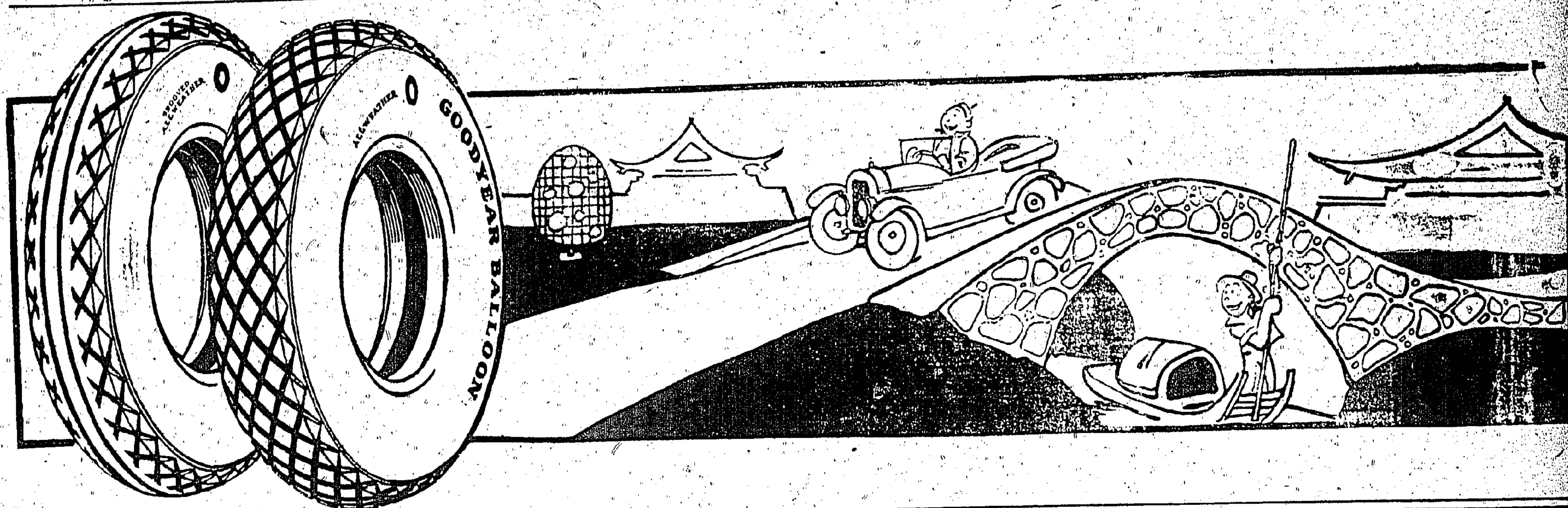
Four Seater "De Luxe"

£260.0.0.

10-26 H.P. Four Cylinder. Overhead Valve Engine. Complete with every refinement including DUNLOP CORD BALLOON TYRES AND PNEUMATIC UPHOLSTERY. ALL WEATHER EQUIPMENT.

Let Us Show Them To You!

GILMAN & Co., Ltd.
HONGKONG BANK BUILDING.



Will Balloon Tyres Stand Severe Service?

They Will if They Are Made of
SUPERTWIST—and Goodyears Are.

Despite the swift popularity of balloon tyres, many people are still a little doubtful about them.

They concede their extra comfort and good appearance, but question if balloons will stand severe usage. No such question need disturb the motorist who is thinking about Goodyear Balloon Tyres.

For by force of a new remarkable cord material called SUPERTWIST, Goodyear anticipated and answered this question long before offering its balloon tyres to the public.

Its special adaptability to the balloon tyre is by no means the result of fortunate chance.

SUPERTWIST is the outcome of deliberate and expert design, of long and intelligent search, in Goodyear's own fabric mills, for a new material to meet the new needs of the low-pressure flexible-sidewall tyre.

You want the SUPERTWIST advantages of greater elasticity and durability in the tyres you buy.

Being an exclusive Goodyear development, SUPERTWIST is used in Goodyear Tyres only.

Next time buy

GOODYEAR
BALLOON TYRES

Made With Supertwist.

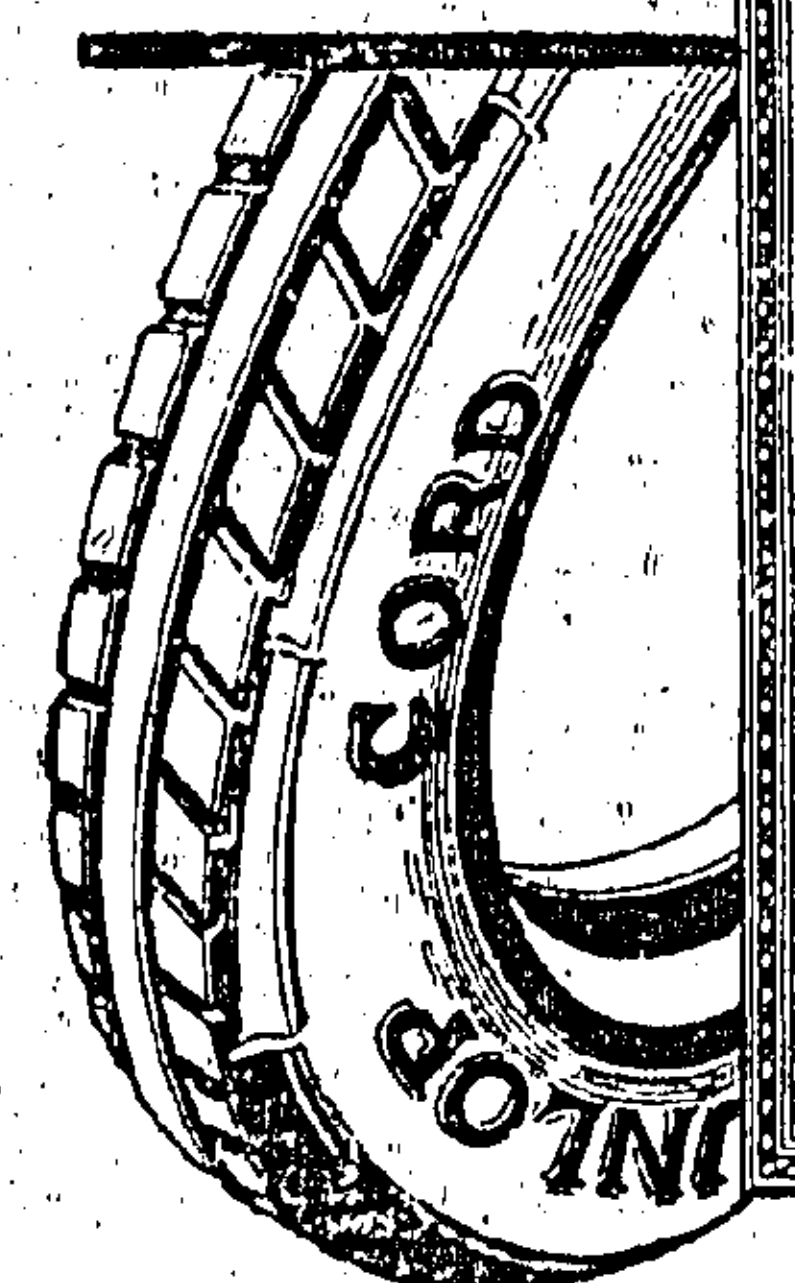
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ALEX. ROSS & CO. (CHINA), LTD.

BANK OF CHINA BUILDING, HONGKONG.

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CORDS



When purchasing a tyre
BE GUIDED BY THOSE
WHOSE BUSINESS IT IS TO
KNOW, AND WHO DO KNOW.

The fact that 95% of
British Car Manufacturers
fit DUNLOP tyres as
standard equipment is a
striking tribute to the
superiority of the Dunlop
tyre.

Behind the Car manu-
facturers' choice is their
practical knowledge of
tyres and tyre values.

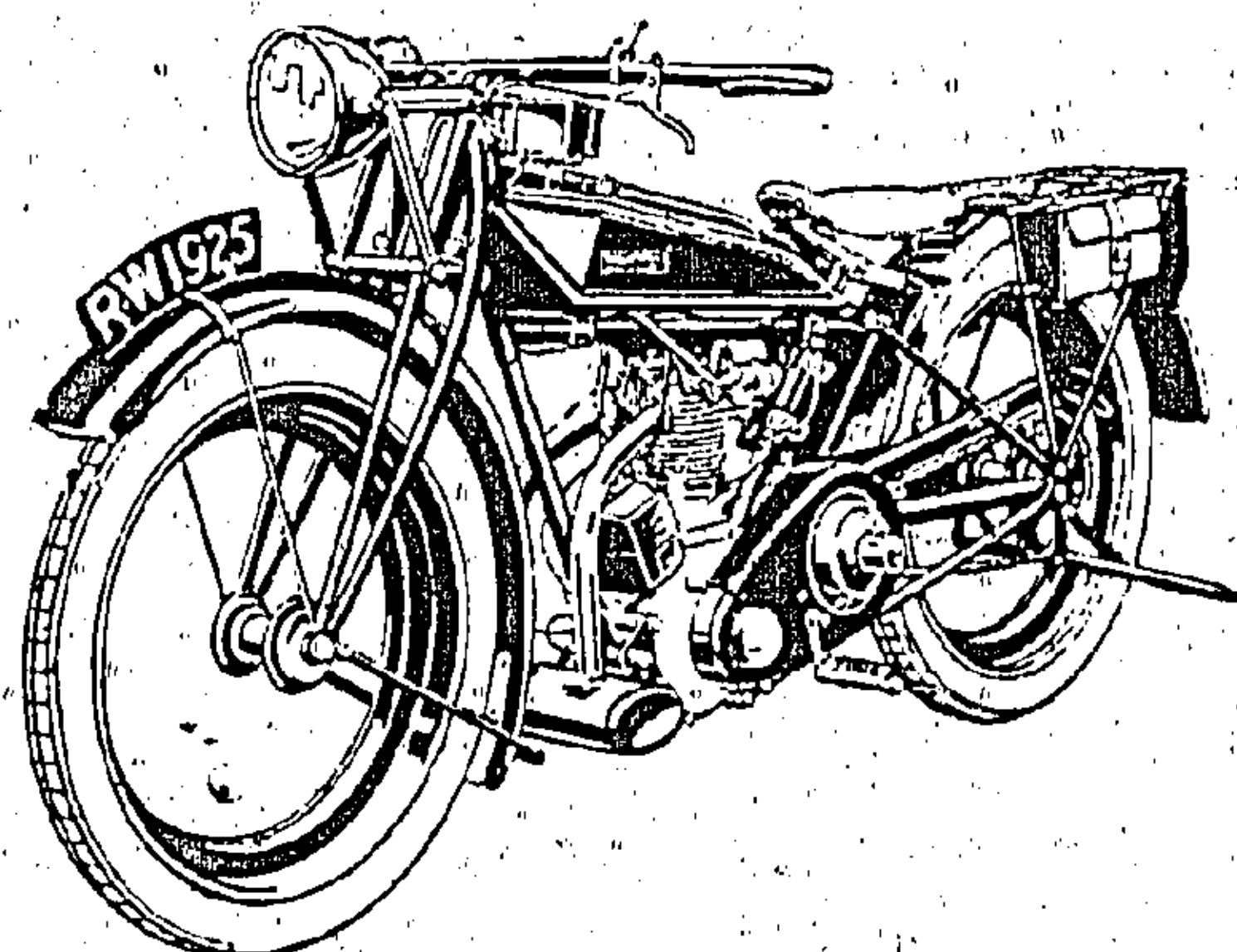
FOLLOW
THE CAR MANUFACTURERS'
LEAD—THEY KNOW.

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HONGKONG HOTEL GARAGE.

Rudge-Whitworth Four Valve Four Speed

MOTOR CYCLES



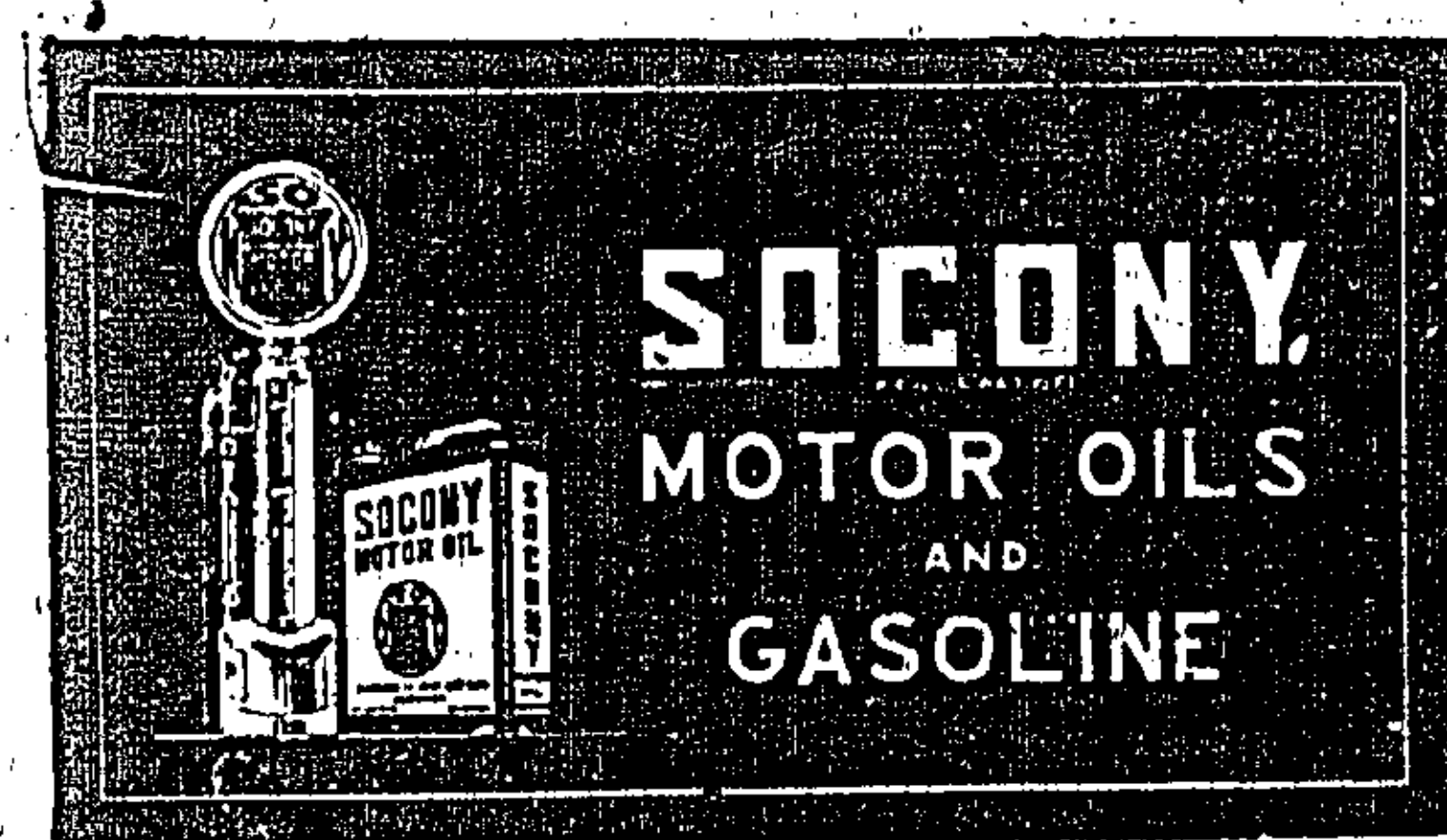
ORDERS NOW BEING BOOKED FOR
A NEW CONSIGNMENT DUE
TO ARRIVE SHORTLY.

FULL PARTICULARS FROM

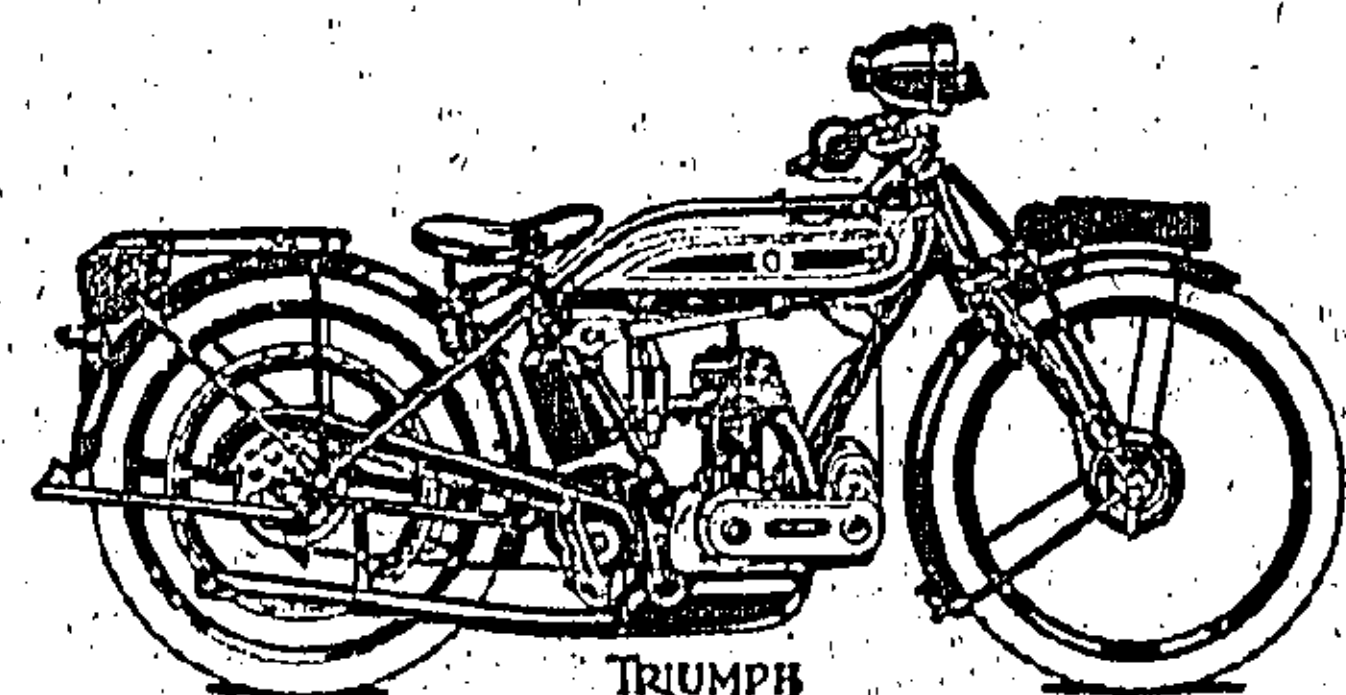
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TRIUMPH



1926

TRIUMPH MODEL P.3

Electric Lights Amp. Motor, New Clutch, New
Front Wheel Brake and many other minor im-
provements. More Cycle for less Dollars.
Delivery Hongkong Ready for the Road £50 : 5 : 0

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

THE OLYMPIA SHOW.

THIS YEAR'S ATTRACTIONS.

Commencing in October and continuing until the end of November overseas visitors in London will be able to inspect a series of exhibitions at Olympia which, from the point of view of interest and variety, have probably never been equalled, and will, it is confidently expected, justify the slogan of the Society of Motor Manufacturers and Traders: "London—The Automobile Market of the World."

From October 8th to 17th the International Motor Car Exhibition will be held. As in the past the latest models produced by practically all the leading motor-car factories in the world will be displayed, in addition to a range of carriage work, accessories, components and tyres covering every field of activity connected with the private motor car industry. Evidence of this is afforded by the following figures, illustrating the number of exhibitors in the various sections of the Exhibition:—

Car Section	112
Bodywork Section	60
Tyre Section	23
Accessories, Components, etc.	323

No commercial motor transport exhibition has been organised in Great Britain since 1923, and that to be held from October 29th to November 7th will undoubtedly constitute the most representative collection of all types of commercial motor transport ever held in this or any other country. During the past two years manufacturers of both goods-carrying and passenger-carrying and utility vehicles have made increasing progress in design and construction, as will be strikingly evidenced by the exhibits at Olympia.

It is interesting that a Departmental Committee of the Ministry of Transport has recently issued its report on the licensing and regulation of public service vehicles, and the exhibits in this class will show a definite tendency towards standardised models. The popularity of the road as a method of transport has necessitated manufacturers of omnibuses and other public service vehicles evolving types which, while giving the acme of comfort, are capable of increased speed, added safety, and reduced wear and tear. In this connection a notable feature will be the evidence of the growing tendency to supply giant pneumatic tyres as standard equipment, the use of which is becoming quite general for provincial services; although so far no commencement has been made in the Metropolitan Area of London. It is fairly safe to assume, however, that their use will be extended very shortly.

During the Exhibition an extremely interesting series of conferences will be organised. The Incorporated Association of Retail Distributors, which is an association representing the interests of the big stores of the country, are meeting at Olympia on one day to discuss among themselves and with the manufacturers the sphere of the motor vehicle in the distribution of goods. Here again progress has been very rapid, and the range of light commercial vehicles, from 15 cwt. to 1 ton, will illustrate what an important factor in the economic life of the country motor transport has become.

The users of the heavier types of commercial vehicles are also holding a conference, during the Exhibition under the auspices of the Commercial Motor Users' Association, while the tramway companies who are now becoming large owners of omnibuses will discuss on another occasion the relationship between the omnibus and the tram, under the aegis of the Municipal Tramways Association.

The London and Provincial Omnibus Owners' Association will also meet to discuss the

many problems of vital interest to them at the present moment in relation to the constructional requirements which are likely to govern vehicles designed for public service passenger-carrying purposes following upon the report of the Ministry of Transport above mentioned.

The railway companies, recognising the growing competition of road transport, will also discuss the difficult and important problems connected with the co-ordinate of the activities of the railway companies and of the goods and passengers road-carrying companies.

In addition to vehicle exhibits there will, of course, be a most representative exhibit of accessories, components and tyres; but this reference would not be complete without allusion to two features of a novel character which will be incorporated for the first time in this Exhibition. Realising the importance of adequate facilities for the service of the ever-increasing number of vehicles on the roads, the society has arranged for an exhibit in the gallery of the new hall of Olympia of the latest types of garage equipment, including such important adjuncts as solid tyre presses, power appliances for the inflation of giant pneumatic tyres and the wide range of hand and power plant without which the economic upkeep of transport vehicles would be impossible.

With the growth of road transport, new ideas for securing increased efficiency, service and safety will naturally continue to be evolved, and with the co-operation of the Institution of Automobile Engineers an exhibit of mechanical transport inventions will form part of the Exhibition.

The Exhibition programme of the Society will conclude with an exhibit of motor craft and marine and stationary internal combustion engines, which will form part of a general shipping, engineering and machinery exhibition organised by Messrs. F. W. Bridges & Sons, Ltd., to be held at Olympia from November 23rd to December 5th.

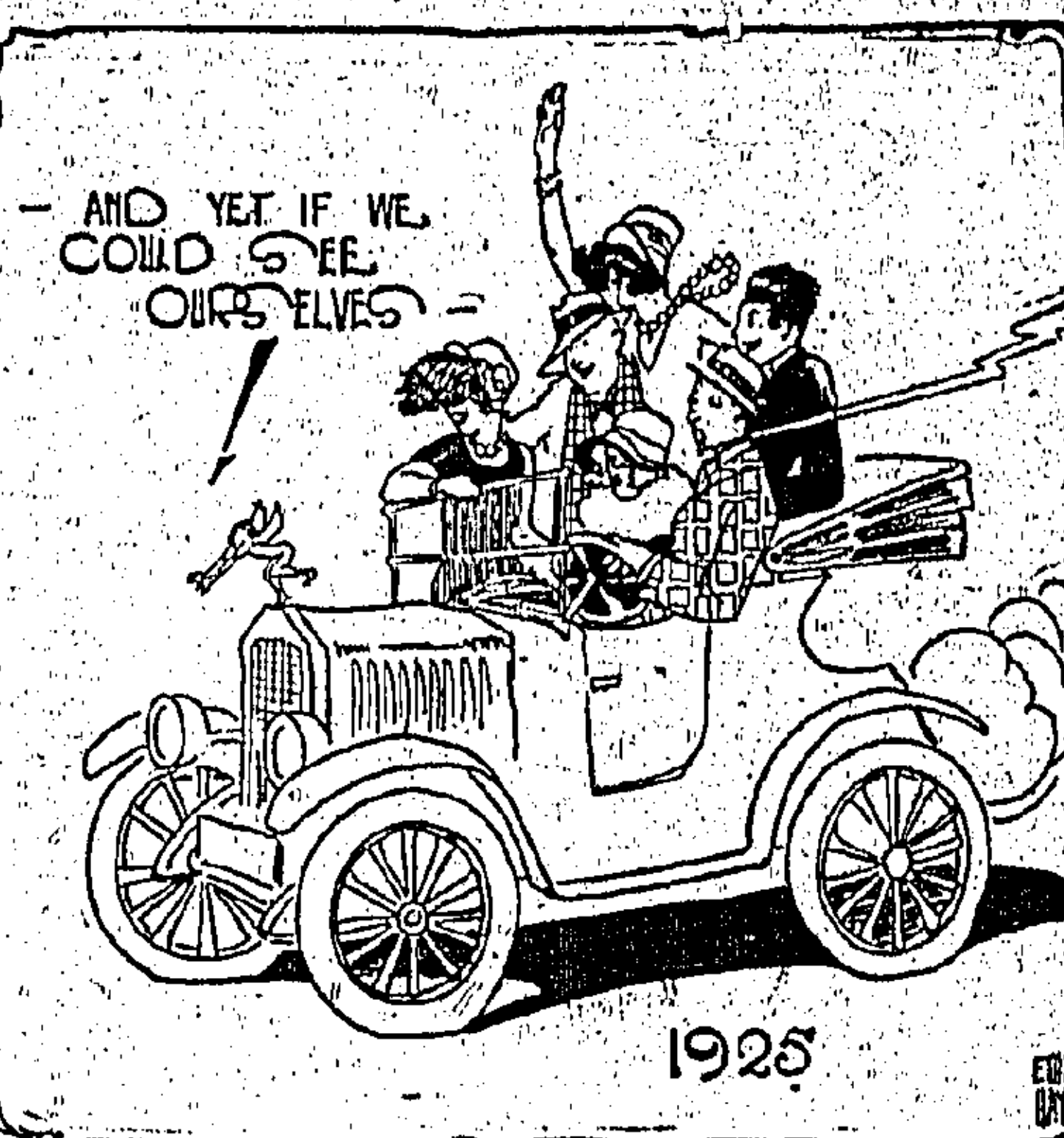
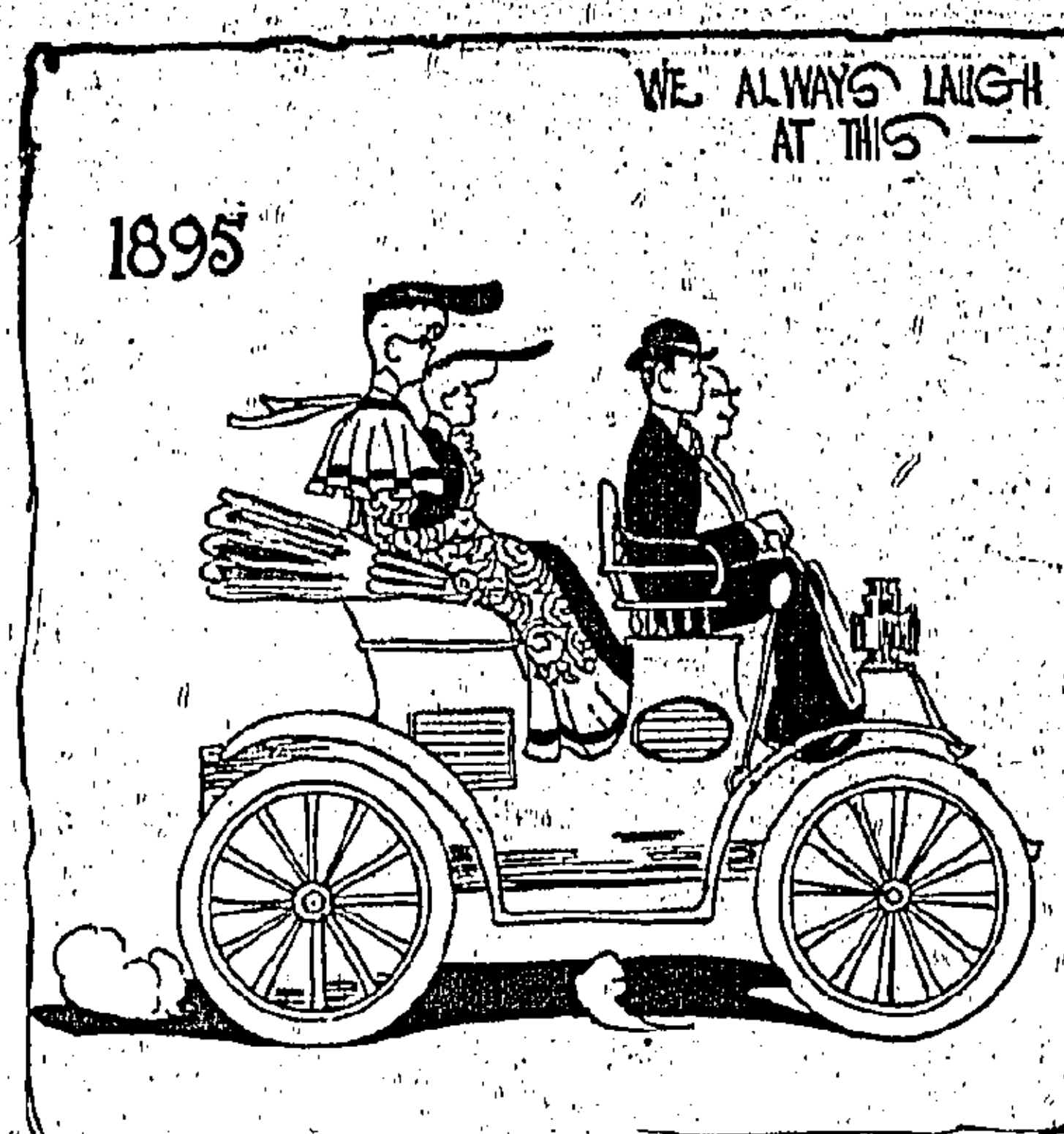
AUTO COST DOWN.

Automobile prices went down 29 per cent. below those of 1913, while other commodities went up an average of 67 per cent. according to the National Automobile Chamber of Commerce.

BIG "LEATHER" USERS.

Automobile manufacturers have become one of the biggest users of artificial leather in the world. In two years the consumption of leather substitute by the auto industry has increased 87 per cent.—from 10,000,000 to 16,500,000 square yards.

WE DON'T CHANGE MUCH AT THAT.



ROAD IMPROVEMENTS.

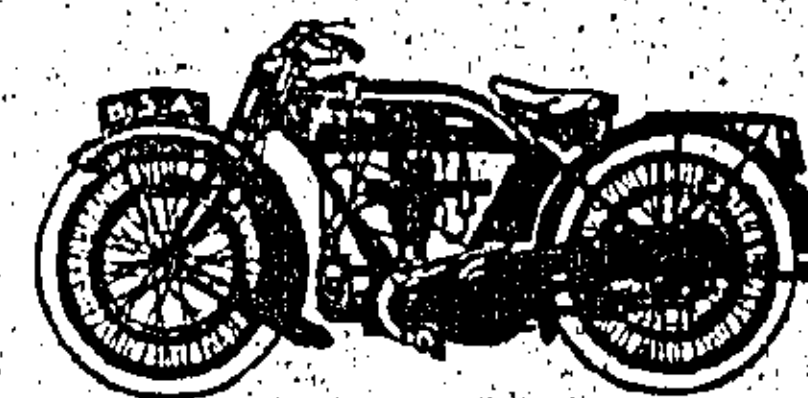
NECESSARY TO MOTOR CAR INDUSTRY.

Motor vehicles necessitate good roads. Indeed, the full development of modern transport would be impossible unless alongside of it improvements took place in the highways of this and other countries. For this reason *The Autocar* devotes a good deal of its space to matters concerning the construction and laying out of public roads. Articles by the most eminent authorities on this subject are constantly appearing in its pages, with a view not to advancing the claims of any particular method of road construction above others, but in order to arrive at the truth concerning the best systems to be adopted in the different conditions that present themselves to the road engineer. The two subjects of motoring and the roads are inseparable.

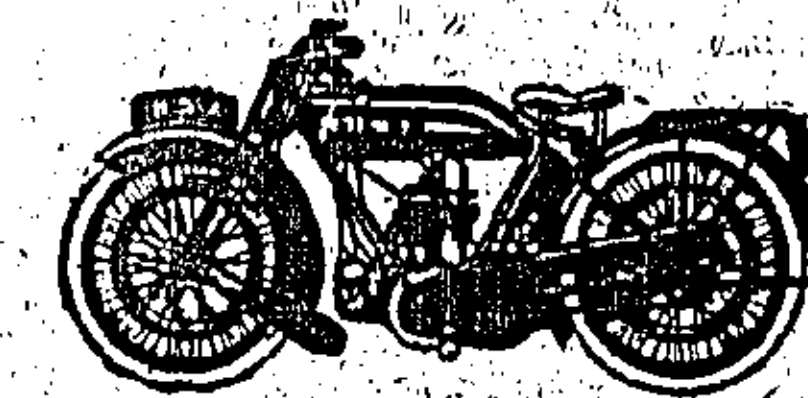
DON'T BLAME NOVICE

Out of 4073 drivers involved in automobile accidents in New York state during May, 93 per cent. had been driving for two years or more. About 82 per cent. of those involved in fatal accidents had been driving for two years or more.

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



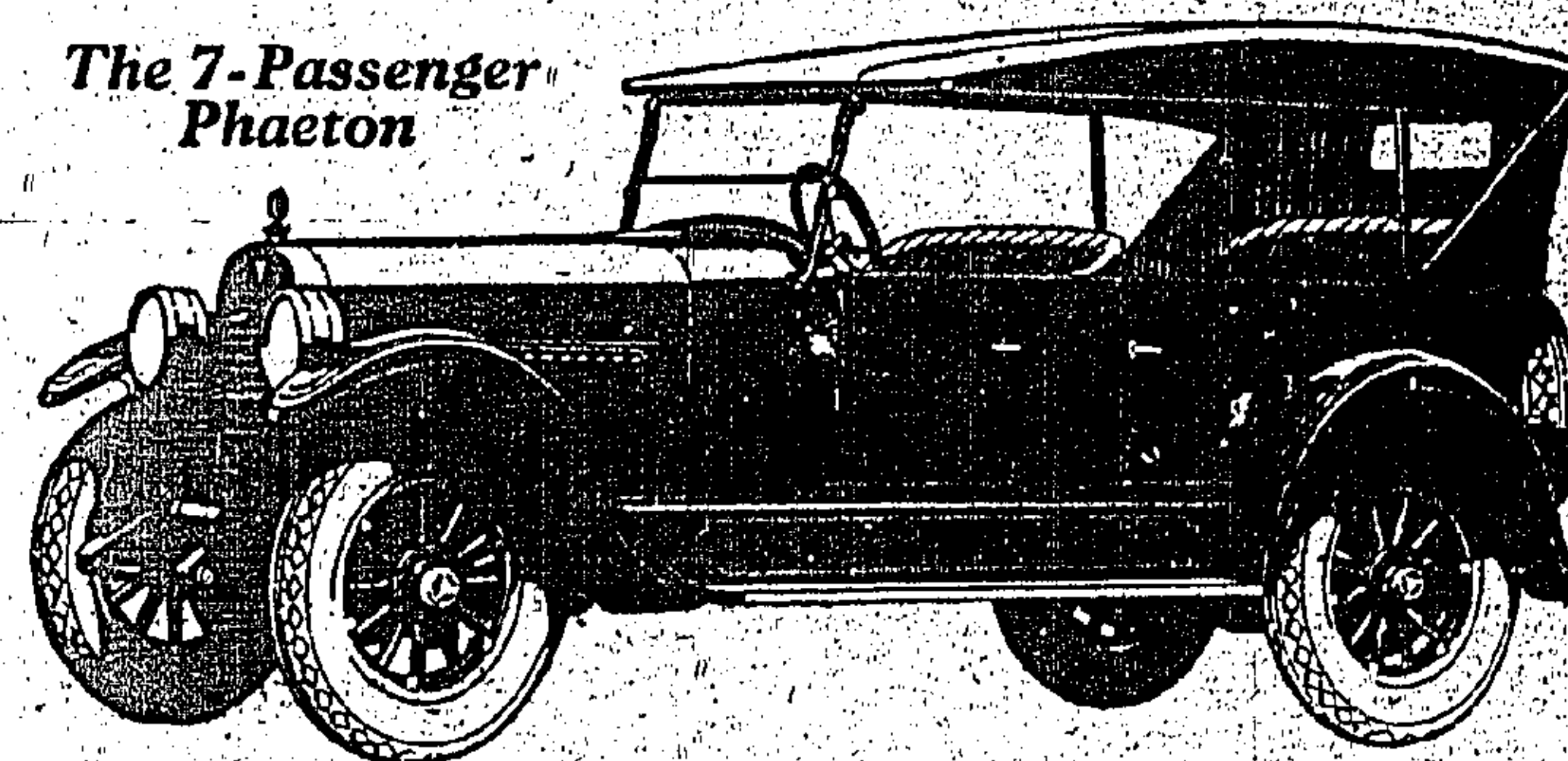
Full Particulars from the
Sole Agents:

THE SINCERE CO.

HUDSON SUPER-SIX

For 9 Years Leader of Fine Car Sales

The 7-Passenger
Phaeton



GENUINE BALLOON TIRES Now Enhance World's Greatest Value

For more than nine years the Hudson Super-Six has led all fine car sales. Nothing but consistent leadership of real car value could win and hold such owner confidence.

Today, with greater beauty of line, lower gravity center and smoother operation, the Hudson Super-Six also brings the luxurious riding ease and almost doubled braking efficiency of genuine balloon tires. They are standard equipment on all models. Do not confuse with "semi-balloon" types. Hudson's are full size and genuine. Important also, Hudson has not merely "added balloon" tires. Both running and steering gear have been specially designed for the radical differences balloon tires bring. The result is the easiest steering and riding Hudson ever built.

And with these added refinements, Hudson's price advantage over comparable cars is more marked than ever.

Hudson's chief appeal has always been in performance. By every way open to proof it has established its supremacy. Its records are famous. In speed, acceleration, hill-climbing and endurance it holds marks that are celebrated among stock cars.

The Super-Six of today, retaining all those noted qualities, adds a greater economy of fuel, oil and maintenance, and a service policy of minimum cost, including astonishingly low parts price.

The DRAGON MOTOR Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road Happy Valley.

ATTENTION MOTORCYCLIST!!!

JUST RECEIVED a Shipment of

Self Controlled Air Cushions
for Pillion Seats.

Price \$12.00 each

Alex. Ross & Co. (China), Ltd.

SHOWROOM, 1A, CHATER ROAD.

TO-DAY'S WEDDING.

MR. B. RANDALL AND
MISS ADA LEE.

A wedding of much interest to the wide circle of friends of the couple in the Colony is to take place this afternoon in St. John's Cathedral, the Rev. T. B. Powell officiating. The service is to be fully choral, with Mr. F. Mason, A.R.C.O., at the organ. The Cathedral has been prettily decorated with flowers for the occasion.

The contracting parties are Mr. Benjamin Randall, son of Mr. and Mrs. B. C. Randall, and Miss Ada Mabel Lee, daughter of Mrs. M. A. Lee and the late Mr. W. Lee. The bride has as bridesmaid Miss Lena Mackenzie, and will be given away by her brother, Mr. William Lee. Mr. George Zimmern is the bestman. There will be two flower girls, the Misses Evelyn and Kathleen Bolt, and a page-boy, Master Stanley Lee, brother of the bride.

The bride's dress, a beautiful creation of white crepe, remains trimmed with a flounce of broadened silver tulle, and a magnificent train of silver metal, combined with broadened applications, is the work of Madame Flint, as also is the veil of tulle illusion finished off with a diadem of pearls and orange blossoms. The bridesmaid's dress is of shell pink liberty satin, embroidered with silver, with a picture hat to match. The bride's bouquet has been made of white roses and honolulu, with tulle illusion, and that of the bridesmaid of pink roses with a bow of pink net.

The bride's going-away dress is a Paris model in Jade moire trimmed with cream lace, with a lawn hat trimmed with jade ostrich feathers.

It was the intention of the couple to go for the honeymoon on a visit to the West Lake, in Hangchow, but present conditions in China have made this impossible.

The reception is to be held in the grill room of the Hongkong Hotel, and will be followed by dancing.

AIR FORCE
CRASHES.FIVE WEEK'S HEAVY
DEATH ROLL.

London, Sept. 25. The total deaths in the Royal Air Force owing to crashes in England and North Ireland during the past five weeks, have now been raised to fourteen as the result of two Air Force aeroplanes colliding in mid air near Saffron Walden, Essex, and crashing. Flight Lieutenant Basil Carter and Pilot Sergeant McGrath were killed.—*Reuter*.

MOSUL WRANGLE.

THE LEAGUE'S
COMMISSION.

Genova, Sept. 25. In connection with the despatch of a League commission to investigate the deportations in Mosul, it is now learned that the Turks have to go to Angora before replying, consequently the Council of the League meets on Sept. 28th to appoint a commission on the basis of the British proposal, without the presence of the Turks.—*Reuter*.

WORKERS' CON-
GRESS.

RESOLUTIONS ON CHINA.

Berne, Sept. 25th. The Congress for the Legal Protection of Workers has amalgamated with the International Association to Combat Unemployment, and has passed a resolution dealing with Washington Eight-hour Convention and labour conditions in China.—*Reuter*.

"LITTLE HSU" IN
FRANCE.STILL A GUEST
OF HONOUR.

Paris, Sept. 25. General Hsu has been given a reception by the French Aero Club, and welcome by M. Eynac, the under secretary for Aeronautics.—*Reuter*.

SHARE TRANSFERS.

ALLEGATIONS AGAINST
DEAD MAN'S NEPHEW.

Before Mr. S. B. B. McElderry, in the Central Magistracy yesterday afternoon, a Chinese named Wong Wai-man appeared to answer three charges, two of uttering forged documents (share transfers) and one of uttering a forged letter (an application for warrants).

The prosecution, represented by Mr. T. S. Whyte-Smith, the assistant Crown Solicitor, alleged that accused, the nephew of a Chinese named Wong Chik-cho who died in February 1923, had forged his dead uncle's signature on a number of share transfers, from time to time, and thereby had fraudulently sold shares held by his uncle. The deceased, whose share holdings in local companies amounted to about \$72,000, had died intestate. His widow had put in an affidavit disclosing the estate, but no death duties had ever been paid and no letters of administration granted. Dealings in the estate were subsequently traced to accused, but the specific charges concerned two transfers, one of 100 shares in the China Light and Power Co. and one of 50 shares in the Hongkong and Kowloon Wharf and Godown Co., on which it is alleged the accused forged his uncle's signature. The third charge related to a letter sent to the Hongkong Electric Co. Ltd., asking for the delivery of certain dividend warrants, in the name of the deceased man.

Mr. F. C. Jenkins (instructed by Messrs. Deacons) appeared for the defence.

The prosecution maintained that the revenue had been defrauded in the first place through the non-payment of estate duties, whilst purchasers of the shares, the companies concerned, and the banks interested in the payments, would all be involved.

After the calling of formal evidence the case was adjourned.

Chinese in Hongkong are not only interested in the study of English these days, but also in German and Spanish. Despite the absence of many school boys and girls from Hongkong, the Chung Tak School at Yau-mati, managed by Mrs. Mok Schreyer, has a number of applicants daily for foreign language lessons other than English.

The Gazette contains regulations made under the Stamp Ordinance in connexion with the preparation of the new edition of the Regulations of the Colony. Many of the regulations made under the Stamp Ordinance, 1901, are covered by the provisions of the Stamp Ordinance, 1921, and can be rescinded. The set of regulations published merely retains such parts of the old regulations as are still necessary, together with those which are in force under the Ordinance of 1921.

CATHOLIC SERVICE.

SUPPLICATION TO A SAINT.

As has been notified, a Triduum of Supplication to St. Theresa of the Child Jesus, is to take place at the Roman Catholic Cathedral on Sunday, Monday and Tuesday, 27th, 28th, and 29th September, on behalf of all who are suffering as a result of the present conditions in South China.

Doubtless among the non-Catholic community, many have asked: "Who is called 'The Little Flower'?" They will probably recall a Reuter message of the 17th May last, announcing her solemn canonization at St. Peter's in Rome by Pope Pius XI. in the presence of 60,000 people gathered from all parts of the world.

The message of the life of the "Little Flower," as interpreted by three Popes and a host of spiritual writers, is this: the world's need of spiritual childhood.

Mr. John Arnold, Secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., advises us that the repairs to s.s. Hoham are practically completed and the service to Canton will be resumed on Monday next, the 28th, inst., at 8 a.m.

Probate has been granted in respect of the will of the late Ng Long-sang, merchant, of 53 Peel Street, who left property to the value of \$120,000. His bequests were all to members of his family, a concubine and son being executors.

A very large procession, composed of soldiers, civic bodies, students, merchants and labourers took place at Canton on the 24th instant. All Government Offices, shops and factories declared a public holiday. Many propagandists were to be seen following the procession, distributing pamphlets of a Bolshevik nature.



Gloomy Post: "Nobody cares whether I live or die!"
Landlady: "Ho! Don't they? last week's rent yet!"
Passing Show, London.

A WONDERFUL RANGE
OF TENNIS RACKETS

SLAZENGER'S

'I. Z.' ... \$35.00
'ANDERSON' ... \$36.00
'PRIMORIS' ... \$40.00

JAMES

'CRITERION' ... \$24.00
'ALBION' ... \$27.00

SYKES

'GLOBE' ... \$19.50
'ROYAL ARROW' ... \$30.00

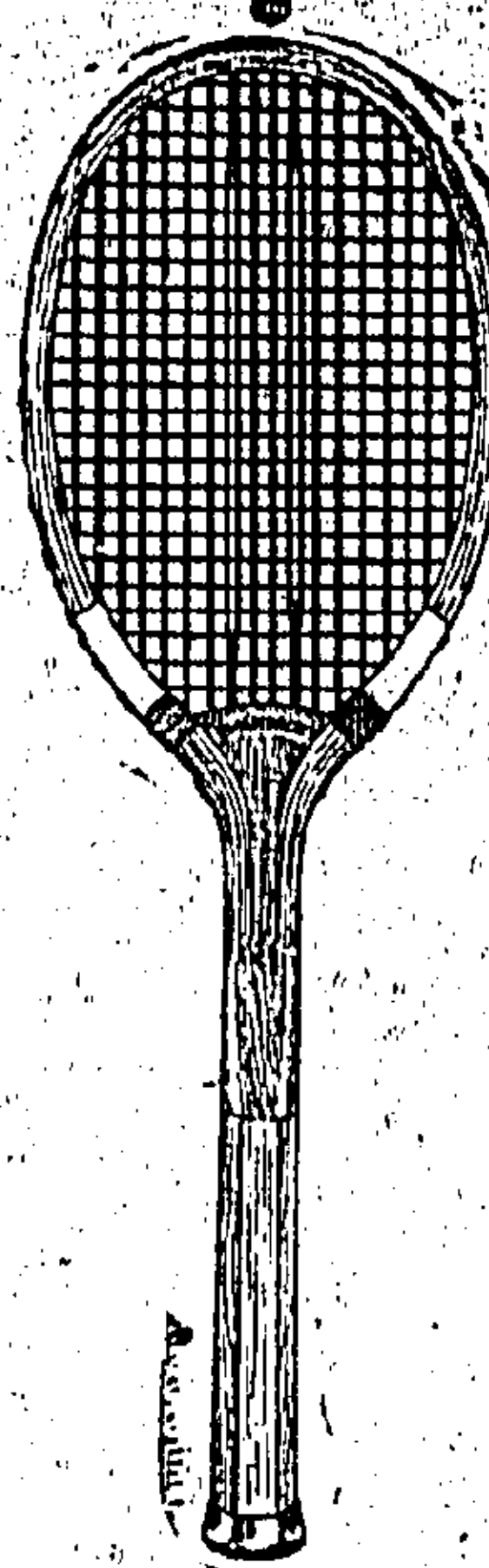
DAVIS

'RISFLEY HEXAGON' \$30.00
'CORINTHIAN' ... \$35.00

SPALDING'S

'WINDERMERE' ... \$15.00
'VANTAGE' ... \$20.00
'TOURNAMENT' ... \$24.00
'BALMORAL' ... \$30.00
'GOLD MEDAL' ... \$30.00
'MODEL G.' ... \$36.00
'AUTOGRAPH' ... \$40.00

STEEL RACKETS \$25. & \$15.

EVERYTHING
FOR TENNISUSUAL
CASH DISCOUNT

Lane, Crawford, Ltd.

THE NAVY'S CHOICE

Coates'
ORIGINAL

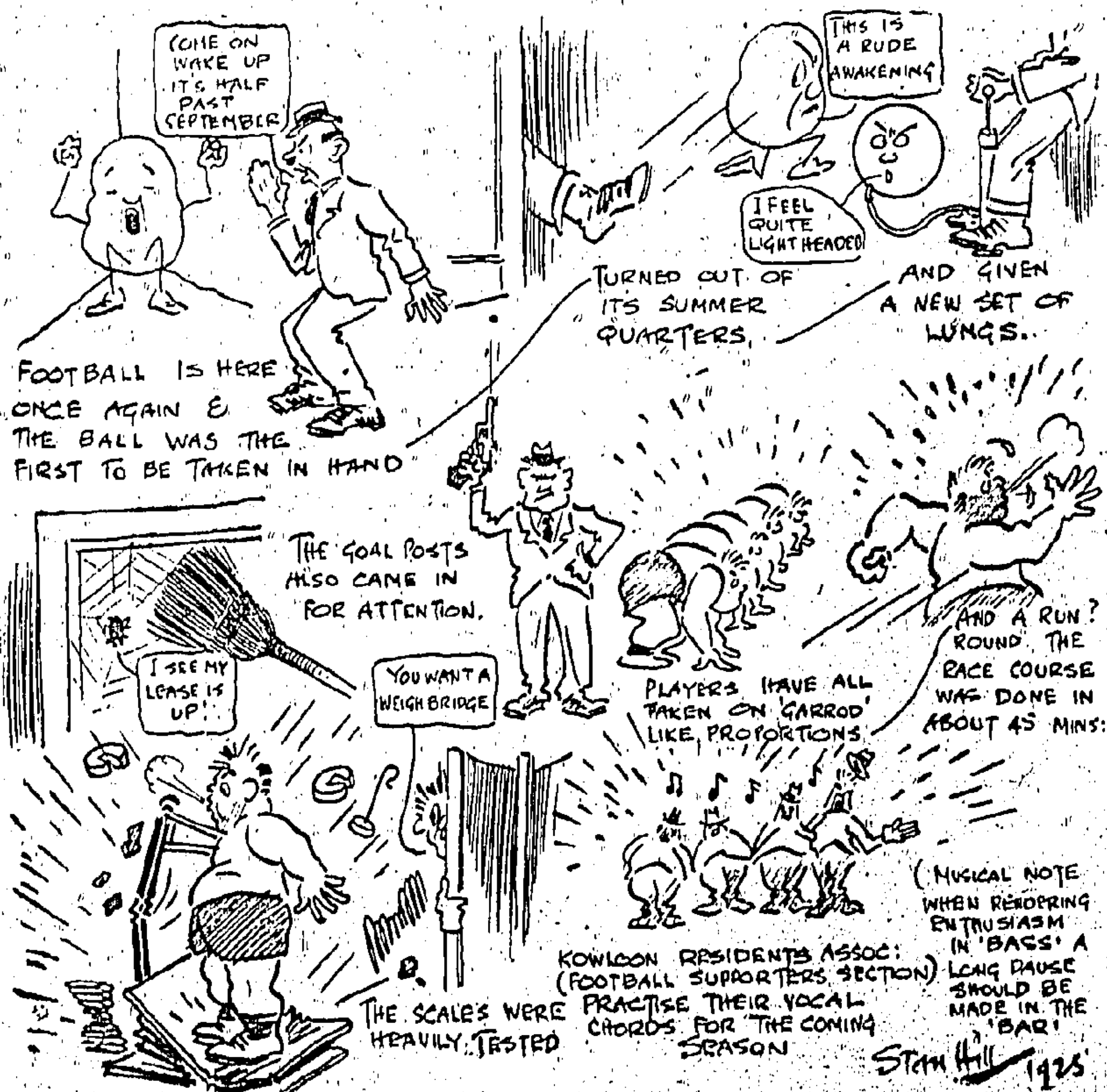
PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

Turkish sporting circles are greatly elated at the victory by five goals to three of a Turkish amateur football team, drawn from the Galata Serail, and Fener Baghche clevens, over "Slavia," a strong touring team from Czecho-Slovakia.

OUR FOOTBALL CARTOON.—(By Stan Hill.)



ALBERT

For

DAINTY

DISHES



A DIALOGUE BETWEEN CONNOISSEURS

He—Where are you going?

She—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He.—That is so! His French Cakes at \$1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so! - - and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

Queen's Road Central

(Opposite Hongkong Hotel Building)



Sheer Frocks

WITH daytime frocks of gossamer thinness and revealing evening gowns your skin must be free from hair blemish and your arms from armpit to wrist immaculate. The presence of superfluous hair is most distasteful.

Protect your reputation for freedom and smartness with X-BAZIN. Safe and delightfully fragrant, X-BAZIN will not coarsen, darken or encourage the future growth of hair. And most important of all, X-BAZIN leaves the skin creamy, soft and as cleanly modelled as a thing of sculpture. Today, before you don a sheer dress, make sure that you are exquisitely clean—with X-BAZIN.

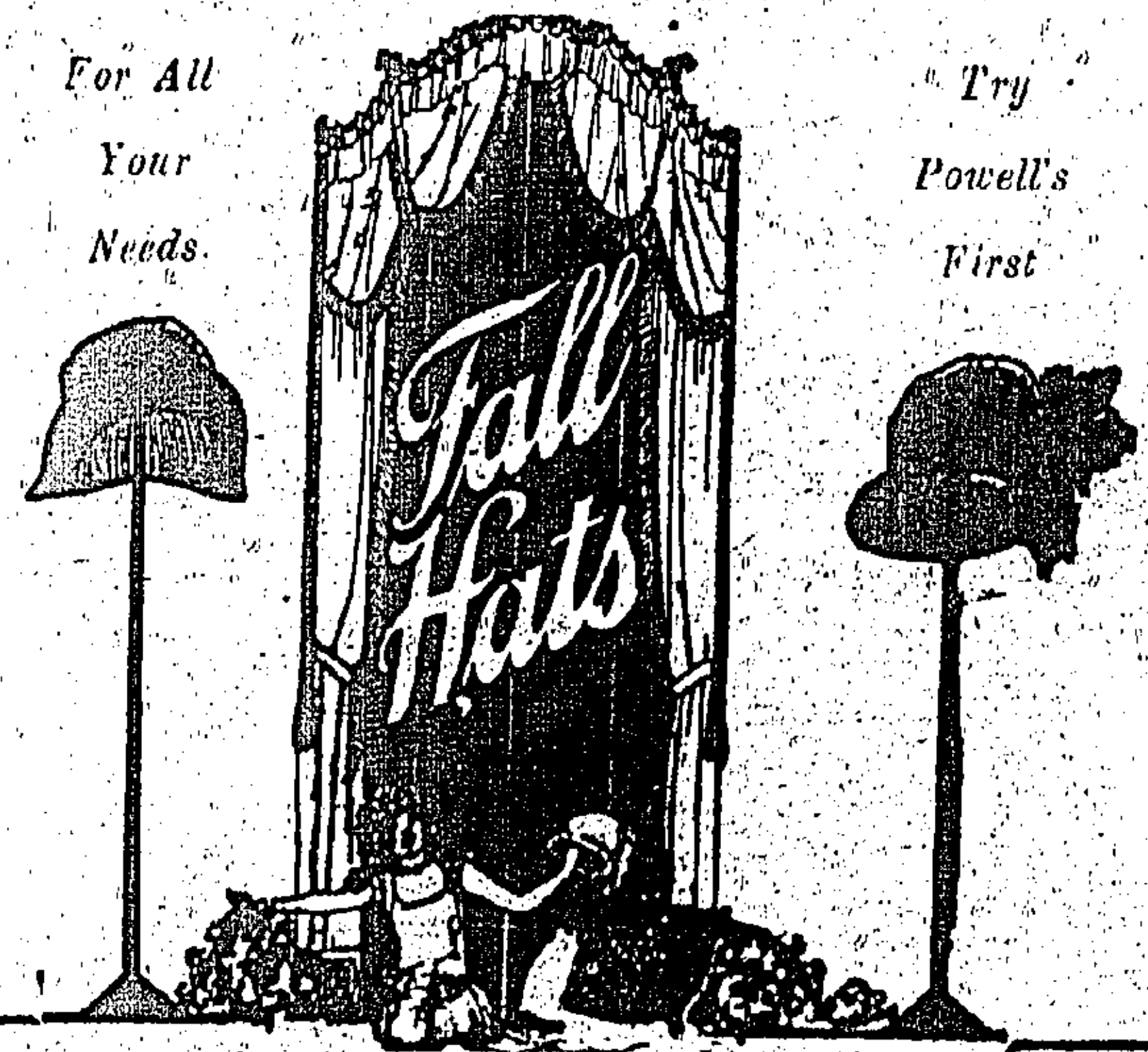
Manufactured by
HALL & RUCKEL, Inc.
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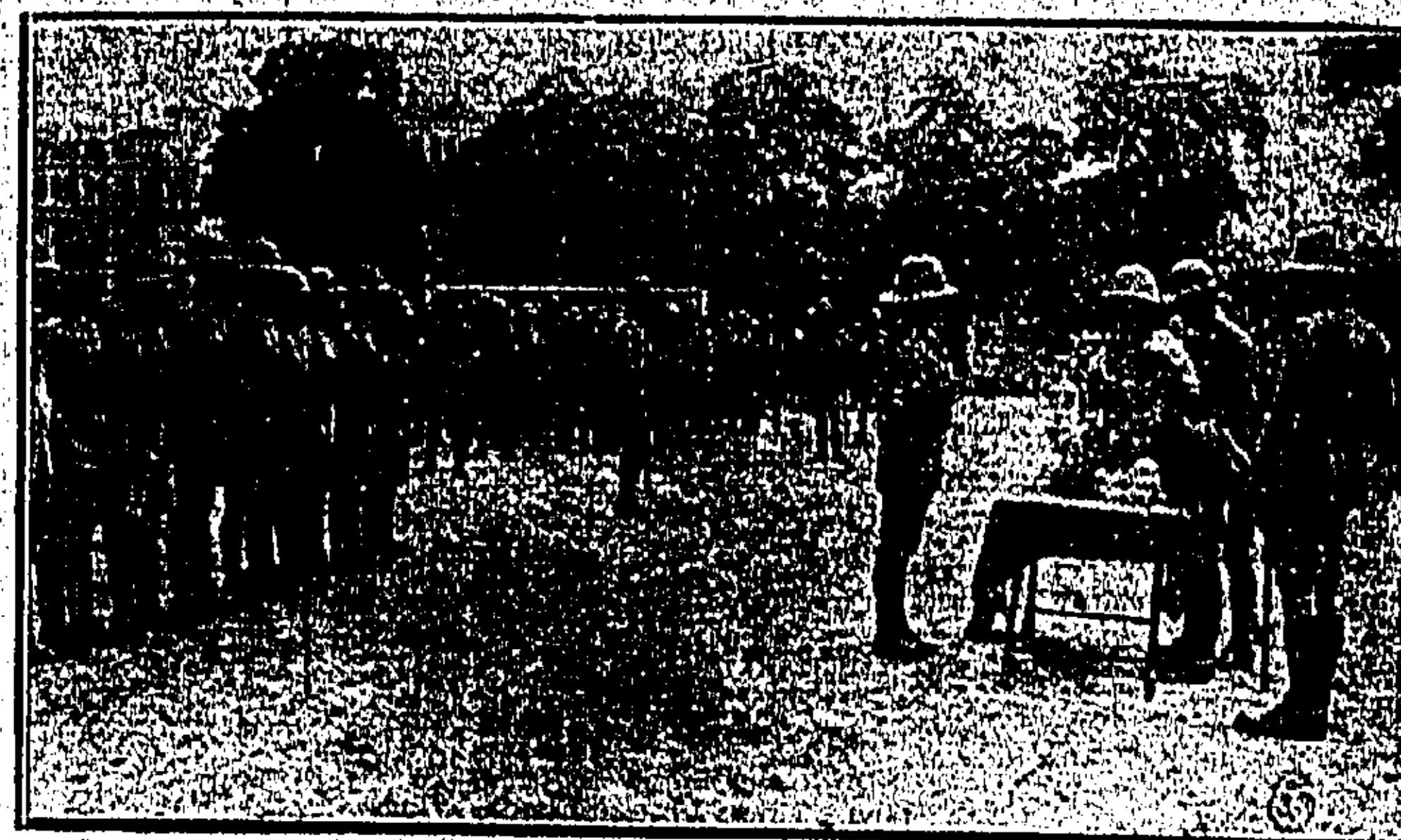
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Best three ply Birch Body, covered green proofed Jute Canvas, solid bottom tray, paper lined. 2 locks and leather Handles. 36 inches size only.

STANDARD VALUE PRICE \$15.00 each.

STANDARD VALUES



PRESENTATION OF MILITARY TROPHIES.—The above two pictures show the presentation of trophies won by the 1st Battalion East Surrey Regiment in the Army Rifle Association contests. The Surreys came out first in the contest for the Young Soldiers' Cup, winning also a number of medals. Major General C. C. Luard is seen making the presentations on the Murray Parade ground. (Photos: Ming Yuen.)



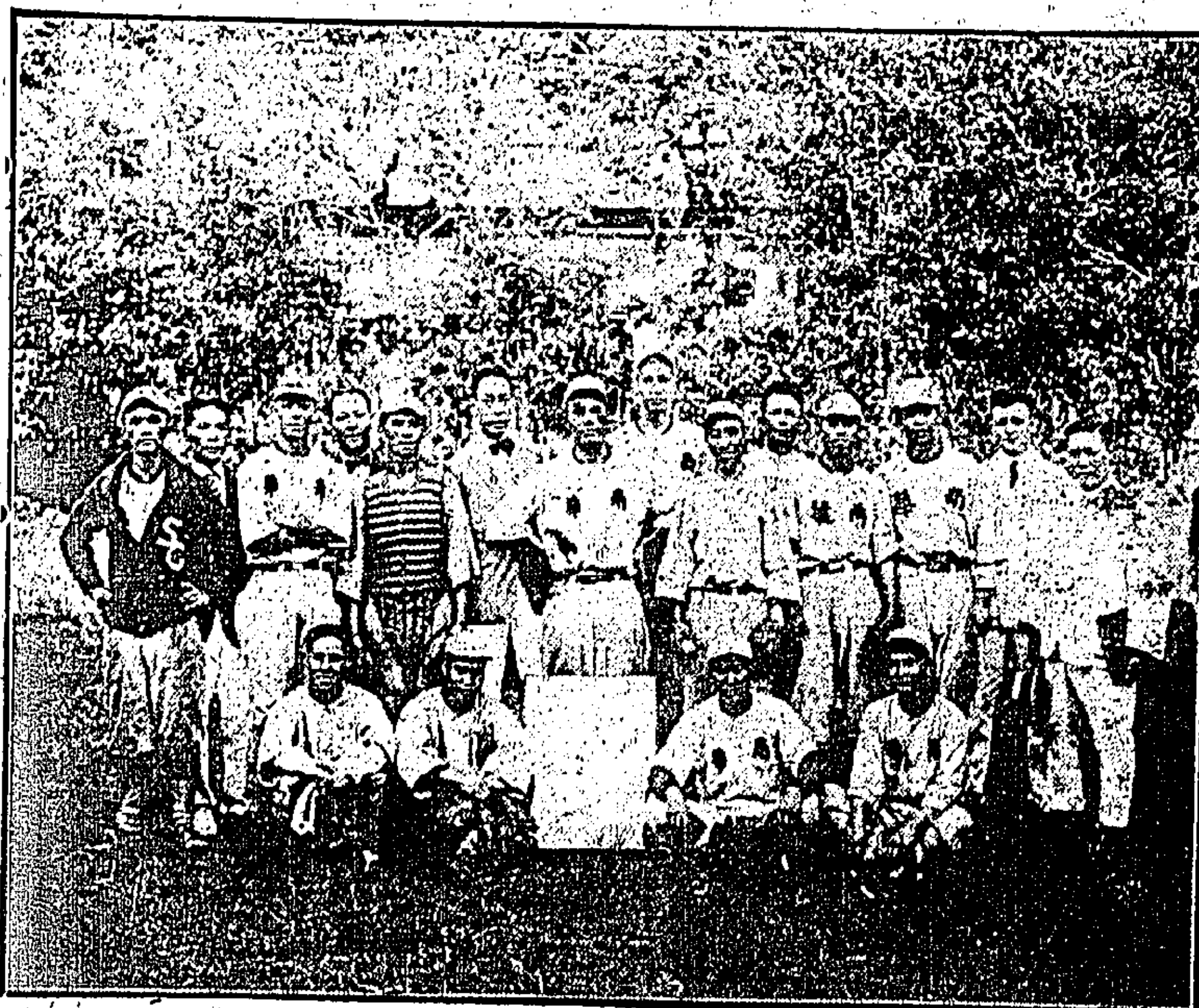
FROM SUNDAY'S FIRE.—This photograph shows the garage and printing shop which were destroyed by fire at North Point on Sunday last. (Photo: Ming Yuen.)



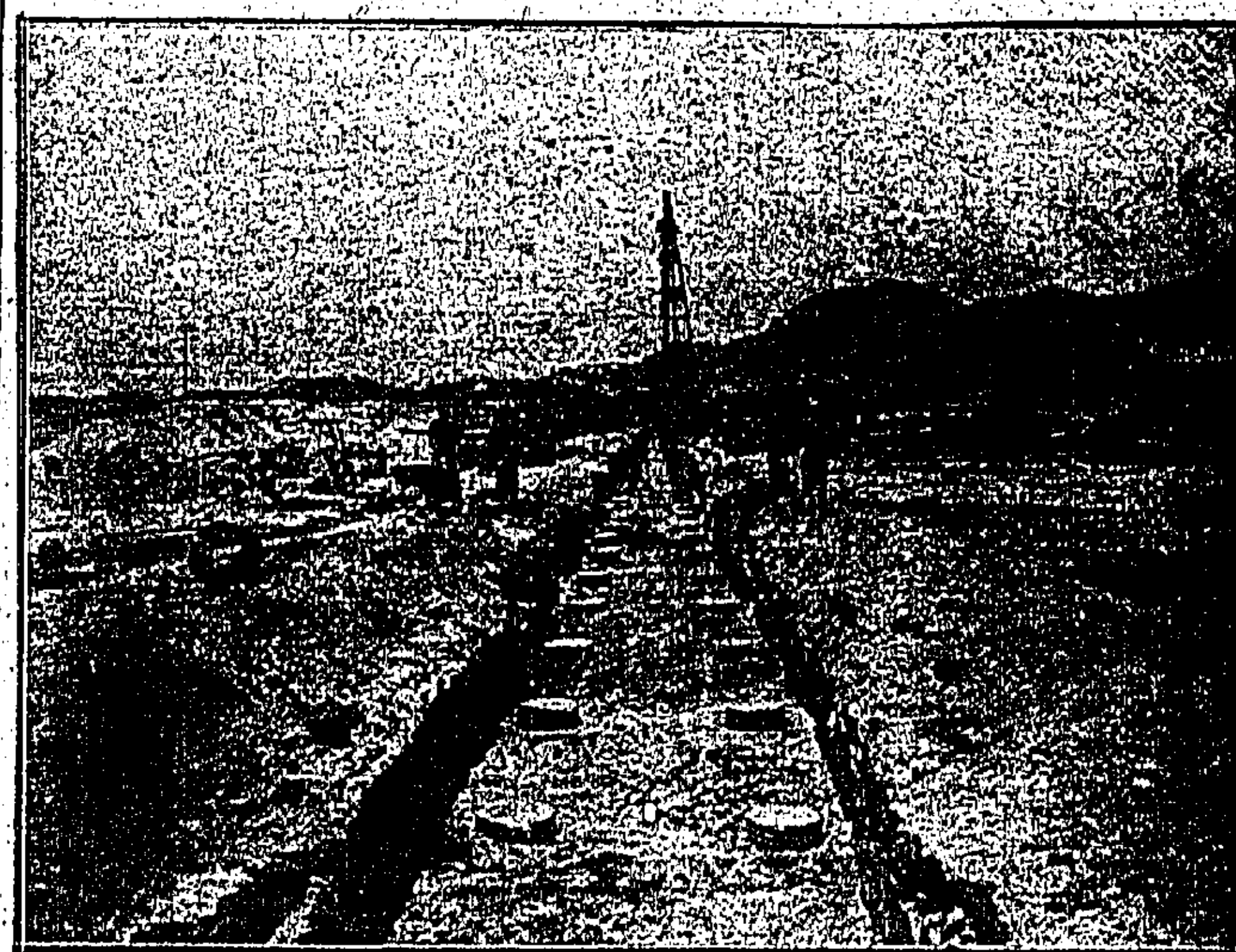
FROM EGYPT.—This is Amir Ibrahim Bey of Egypt, who is at present making a tour of Europe.



KT GUTTED.—Here is a close-up picture of the Man Wah printing shop which was gutted by last Sunday's fire. (Photo: Ming Yuen.)



BASEBALL CHAMPIONS.—Above is the South China Athletic Association's baseball team, who have just won the local League championship for the second year in succession. The Lai Wah shield will become their property if they head the League next season. (Photo by courtesy of the Tui Kong Po.)



NEW GAOL SITE.—Here is shown the progress made up to date on the piling foundations for the new gaol at Ngau Shi Wan, the work having been undertaken by the Hongkong Excavation, Pile Driving and Construction Co., Ltd.



TENNIS CONTESTS.—Recently some excellent tennis matches were played on the Danish courts at the Shanghai racecourse. Above is a group of the contestants and some of the spectators present.



SPATTERED.—Earl Sande, America's premier jockey, after piloting a winner on a muddy track at Saratoga Springs.

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THE LIGHT OF THE HOME

When the day is done and the quiet evening hour of rest or recreation is come, let the soft, restful light of Philips Argenta Lamps be the light of the home.

They create a cheerful atmosphere of home comfort, whilst their soft light is ideal for reading. Argenta Lamps will make your living room the cosy corner of your home.

Remember:

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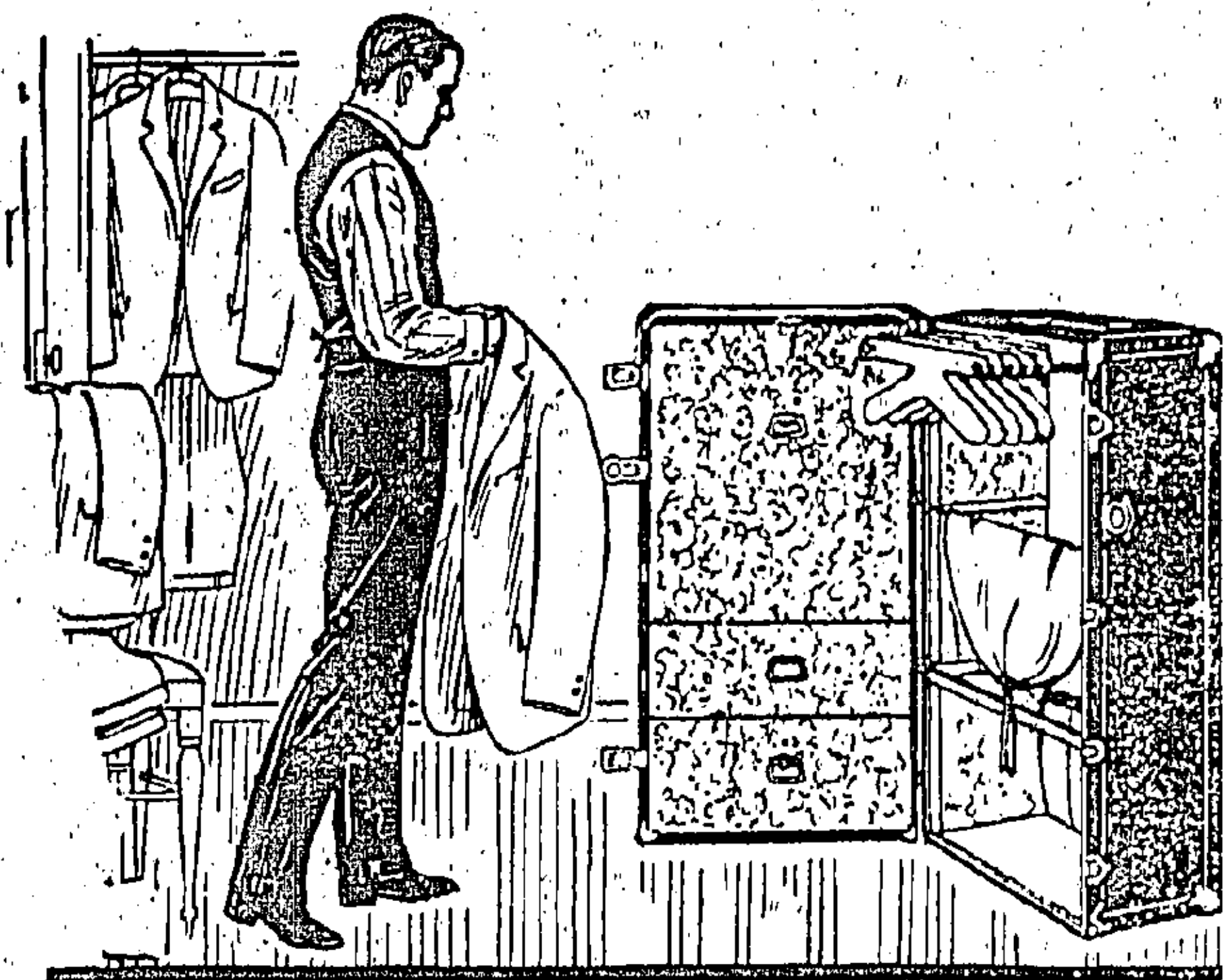
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COMMENCING **30th** SEPTEMBER

A THREE DAYS SALE

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TWENTY-TWO MILE SWIM.

Strenuous Calcutta Cont.

The twenty-two miles swimming competition organised by the Indian Life Saving Society took place at Calcutta on August 29th. There were altogether 17 entries, of which 11 took to the water, eight of whom, including two privates, W. Dodson of the 2nd Battalion, Warwickshire Regiment, and Strath of the Cameron Highlanders, completed the full course, and the remaining three competitors got out of the water.

The Race commenced at 11.15 a.m. from Chandernagore Ghat. It was started by the Administrator of Chandernagore and the whole distance was covered in four hours, twenty six minutes. Manurajan Bose, of the Indian Life Saving Society, stood first arriving at Acheeritola Ghat, the terminus, at 3.41 p.m. Hrisikesh Chatterjee of Saraswati Institute, and Maniklal Dutt of College Square Club stood second and third, covering the distance in four hours, thirty three minutes and four hours, thirty five minutes respectively.

The two privates, securing sixth and seventh places, covered the distance in five hours, six minutes and five hours, twenty-five minutes, respectively. The last man covered the distance in five hours and thirty two minutes.

There was no accident on the way. Those swimming experienced rough waves, due to the high winds, which retarded their progress for two miles. The general weather was pleasant all through.

Steam launches and petrol boats with members of the Life Saving Society, followed the swimmers throughout the route. Medical officers were also in attendance. At Acheeritola Ghat, under the presidency of Sir R. N. Mookerjee, medals and cups were presented to the successful competitors by Lady Mookerjee.

The first three competitors received silver shield cups and gold medals respectively, while the remaining five received a silver medal each.

It may be stated that in 1922, 1923 and 1924 the same distance was covered in four hours twenty-four minutes, four hours fifty-eight minutes, and five hours respectively.—Associated Press.

VANISHING LIFE.

Australian's Beauty Birds.

According to Mr. Charles Barrett, C. Z. M. S., the well-known Australian naturalist, who has done sterling work for the preservation of the Commonwealth's flora and fauna, Australia's noble company of cockatoos, and parrots, famed the world over, is menaced by "sport" and progress. Already, he says, some species have become extinct, or so rare that their fate is certain, while others are steadily decreasing in numbers, in the Eastern States especially.

Nature lovers, he added, are taking the offensive to save the failing parrot tribe and other native birds. It is wrong that birds of any kind should be used as living targets, and the fact that galahs are thus exploited is one cause for urging Government action in favour of Australian beauty birds. A species is lost for ever, and who, he pertinently adds, gains by the passing of a race of creatures whose presence in the country has given pleasure to countless thousands.

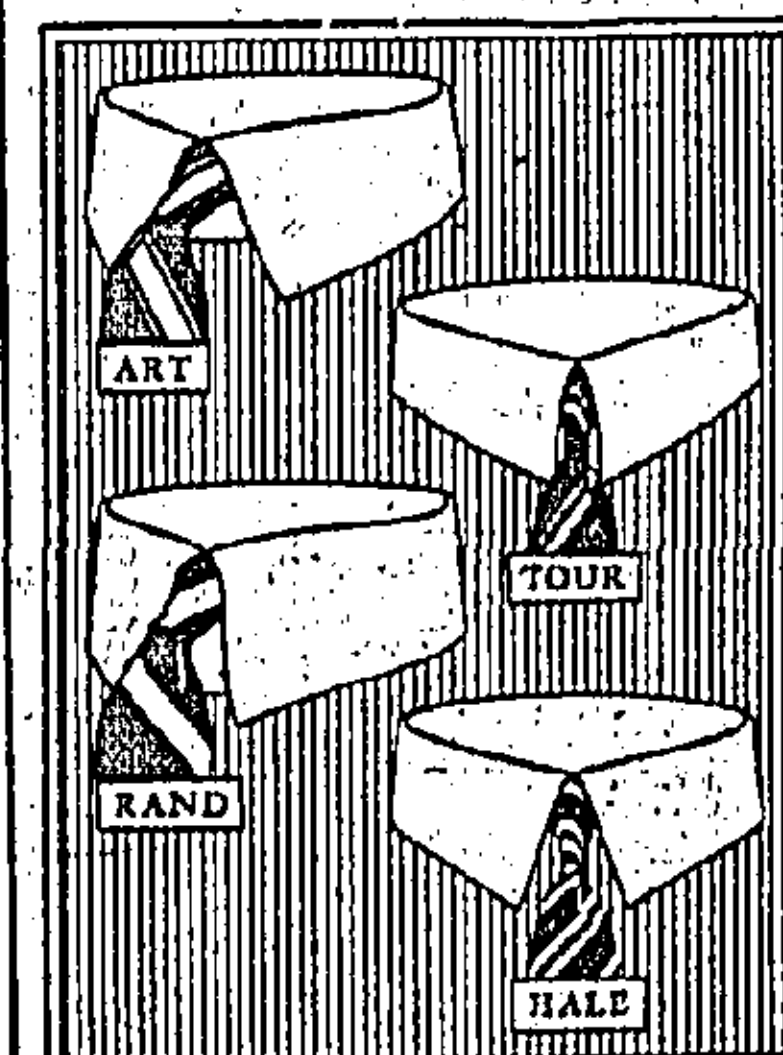
PICNIC DISASTER.

Priests Attempt Rescue.

The bathing disaster at Roubaix was a most shocking affair, says a Paris message. Thirty-five small children, whose parents work in Roubaix factories, were enjoying a treat in charge of Father Delaporte, and the Father warned the children that the tide was rising. Some tried to take a short cut to a sand dune, but were caught by the incoming tide and fell into a deep hollow in the shifting sands. Father Delaporte and two abbés plunged into the sea, and saved several unconscious children.

Other onlookers made fruitless attempts at rescue. Later eight children recovered consciousness, but at least 18 were drowned. The sand near Roubaix is most deceptive. It often appears flat when the total rise and fall measures several feet, and alters with every tide when the sea is rough. When Father Delaporte saw the danger he called to the children to make a chain by holding each other's hands, and to follow him. Unfortunately, the chain broke, and the children, seized by panic, dashed frantically into the water which lay between them and dry land, though it was several feet deep. Some of the boys were carried out to sea by the tide, and the bodies were thrown up on the shore later in the day.

The priests worked upon some of the apparently drowned children for three hours before consciousness was recovered. All the dead were boys. Shocking scenes were witnessed when parents, hearing of the disaster, hurried to the Chapelle Ardente, not knowing whether they would have to identify their own children.



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Our London Office has made a Special Purchase of Woollen Dress Material at much below usual prices. We are now offering this material for

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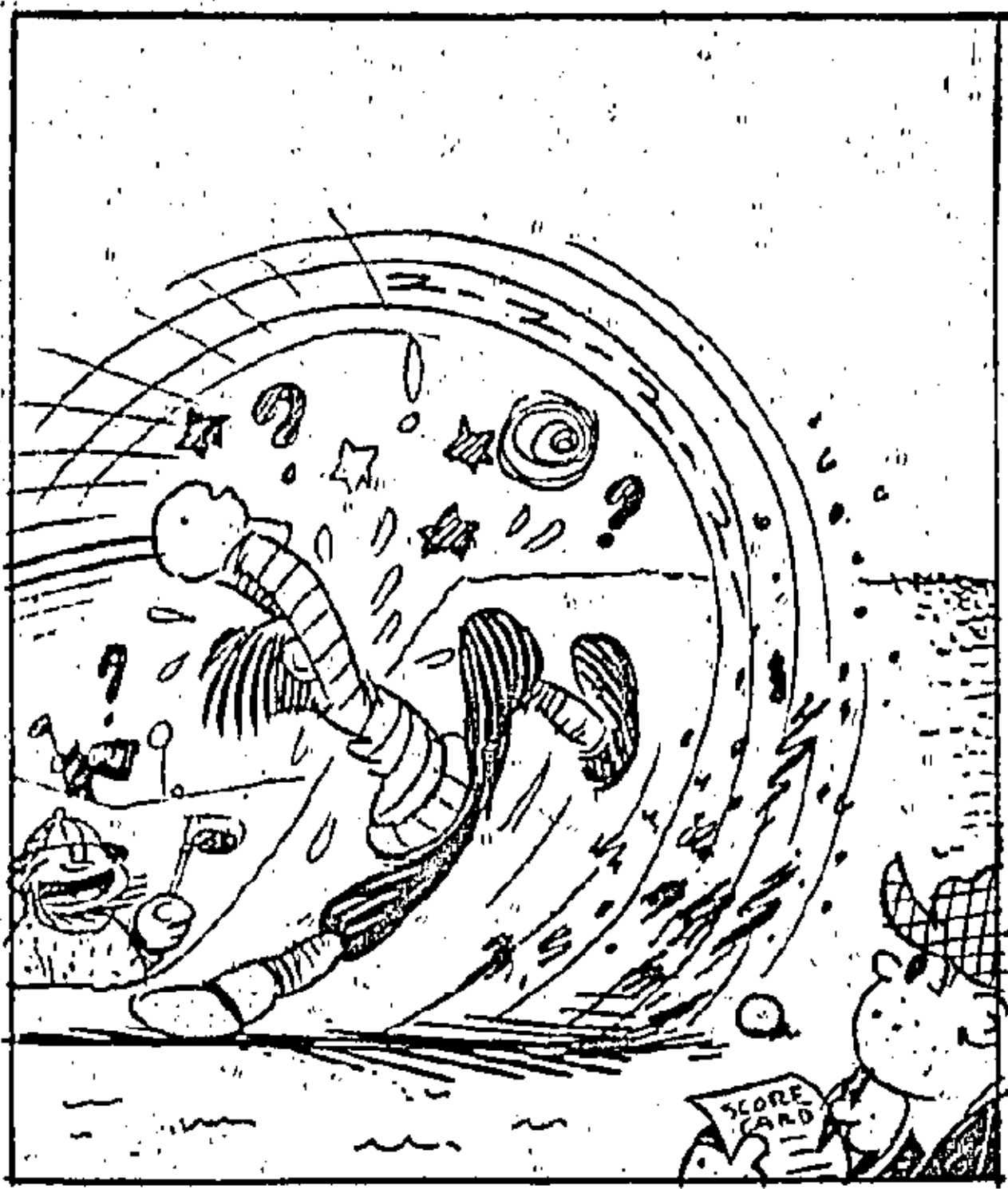
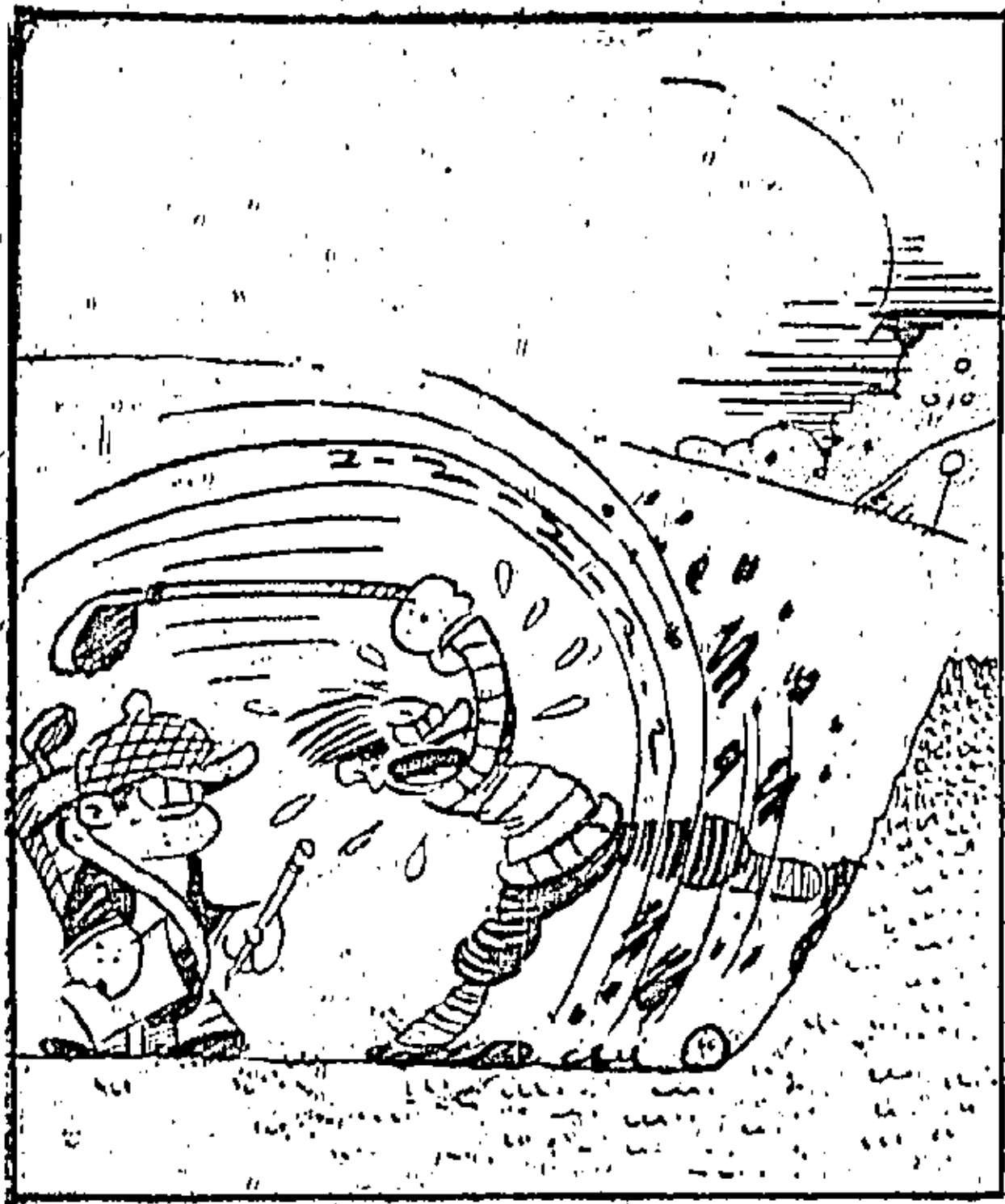
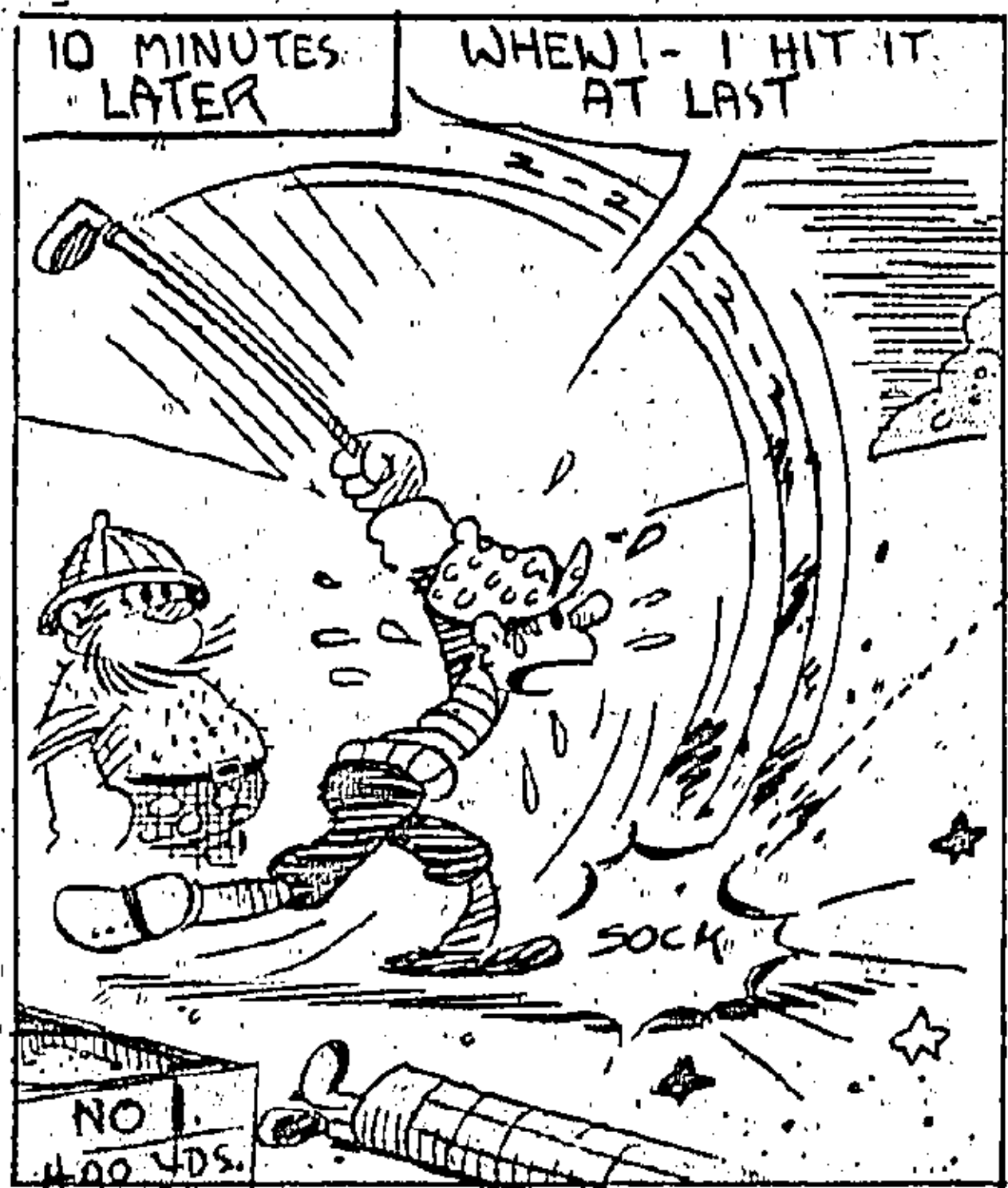
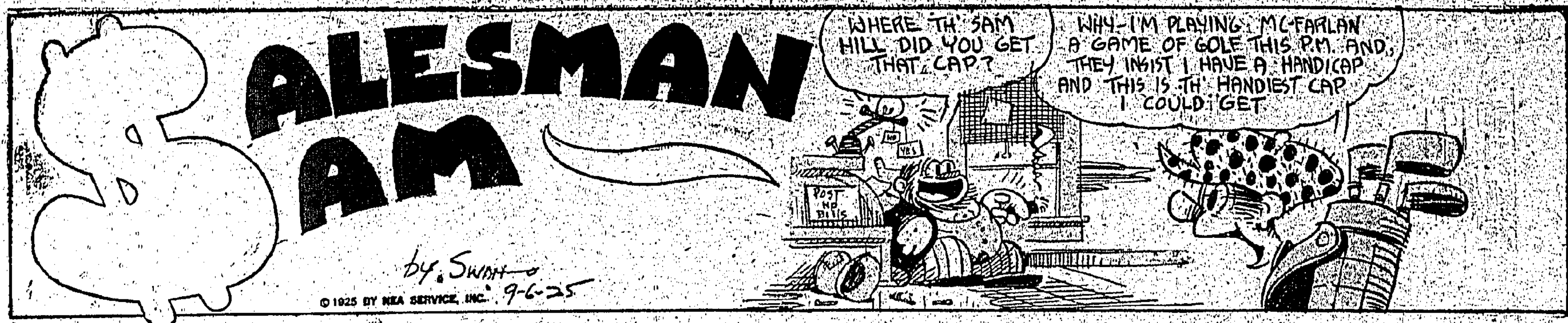
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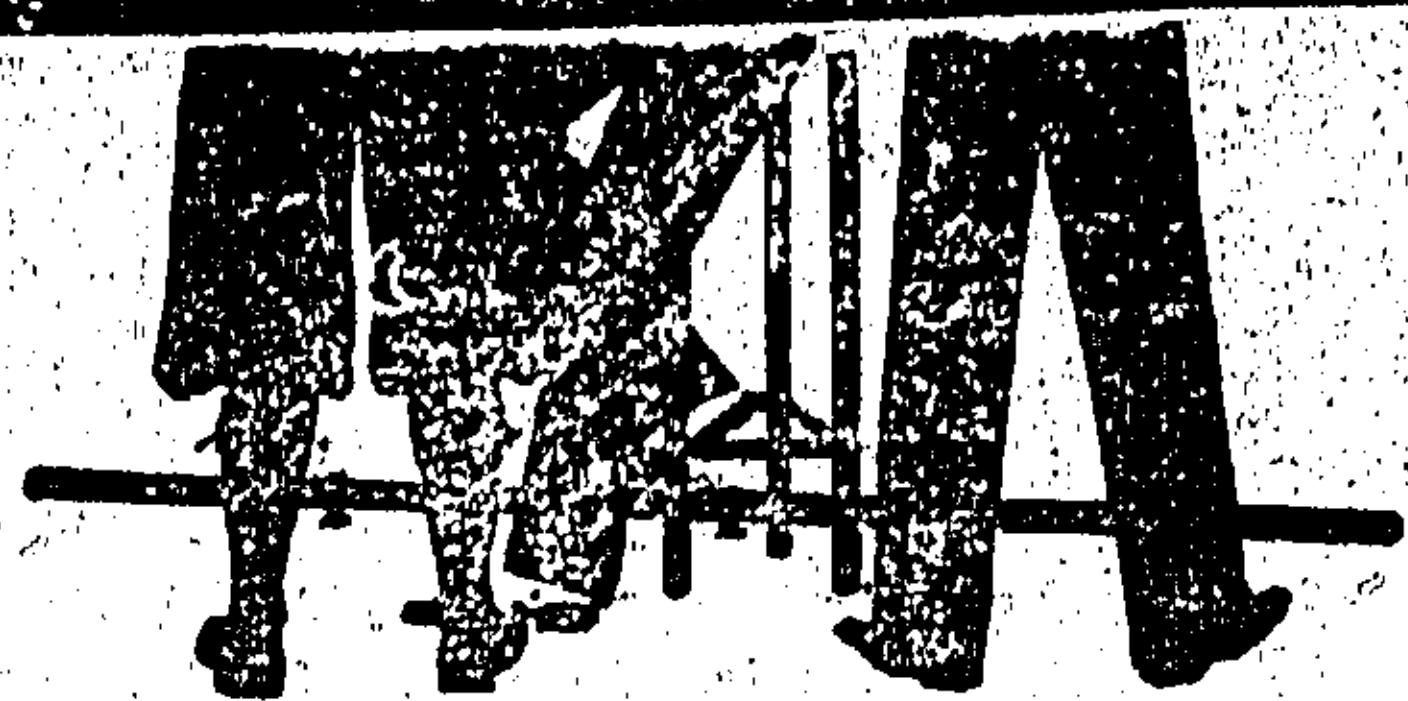
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Three Sandy Macs Please

There were three of them.
The Raw Young man was determined, at great personal inconvenience, to do The Right Thing. He belloyed "Double Scotch."

And tried to enjoy it.
The Florid One was there for a whisky. Any old whisky. He called for a "Scotch and Soda." He had done so three many years.

And he enjoyed it.
Came the Third Man. Who had Seen Life Knocked about a Bit. He called quietly for a "Sandy Mac."

And he revelled in it—drinking slowly, critically. Admiration, tinged with awe, overspread the faces of the other two.

Heard later "Sandy Mac, please" "Sandy Mac, please." "Sandy Mac, please."

Sandy Macdonald Scots Whisky

AGENTS: H. RUTTONJEE & SONS, 15 QUEENS RD. CENTRAL, HONG KONG

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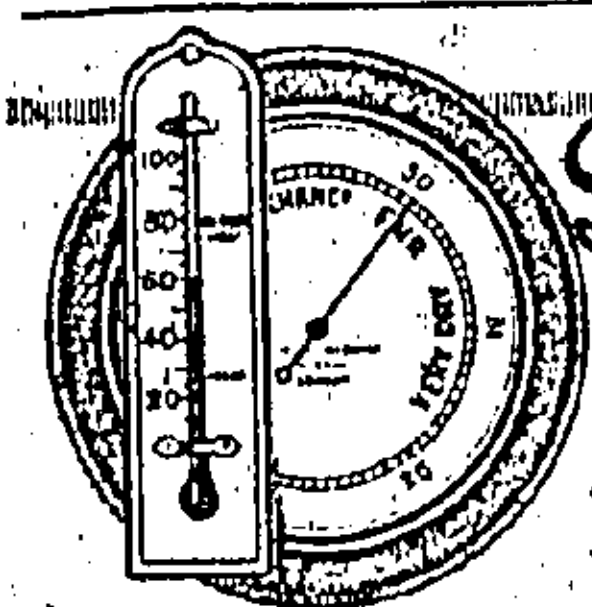
Is your house provided for in case of FIRE?

If not, you should lose no time in installing the simple, economical and SURE safe guard:—

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Reserve Fund: \$4,500,000
Sterling: \$30,000,000
Silver: \$50,000,000
Reserve Liability of Proprietors: \$50,000,000

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Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.
For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th. January 1925.

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Foreign Exchange & General Banking business transacted.

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Hongkong Branch established 1860.

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BRANCHES:—Bandjermasin, Kota-Radia, Rotterdam, Soerabaya, Singapore, Swatow, Tientsin, Tokyo, Yokohama.

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HEAD OFFICE:—AMSTERDAM.

Voigtländer

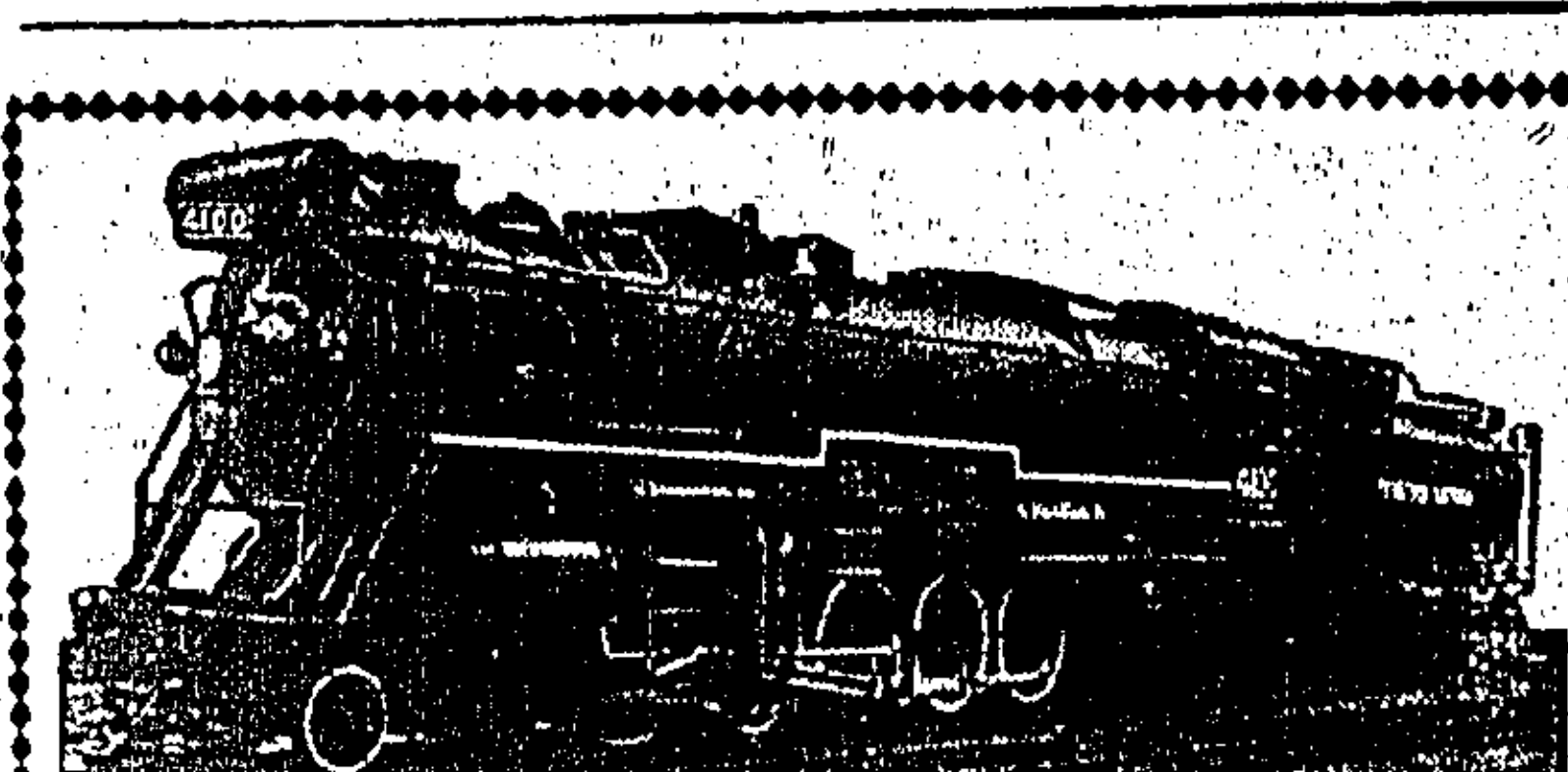
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The s.s. TILAWA (10,000 Tons)

will sail hence on or about the 30th. September, for

SINGAPORE, PENANG, RANGOON AND CALCUTTA

for freight and passage apply to—

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"HELENA" 6th Oct. Marseilles, London, B'dam & Hamburg.
"HECTOR" 21st Oct. Marseilles, London, B'dam & Glasgow.
"CALHES" 3rd Nov. Marseilles, London, B'dam & Hamburg.

LIVERPOOL SERVICE

"MEDON" 5th Oct. Genoa, Havre, Liverpool & Glasgow.
"JASON" 20th Oct. Genoa, Havre, Liverpool & Glasgow.
"AJAX" 1st Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA
"PROTECTOR" 10th Oct. Victoria, Vancouver & Seattle.
"PHILOCTETES" 25th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"TEOCER" 26th Sept. Boston, New York & B'more via Suez.
"EURYLOCHUS" 10th Oct. Boston, New York & B'more via Suez.
"TYRRELL" 9th Nov. Boston, New York & B'more via Suez.

PASSENGER SERVICE

"HECTOR" 21st Oct. Singapore, Marseilles & London.
"CARPENTER" 13th Nov. Singapore, Marseilles & London.
"PATROCLUS" 15th Dec. Singapore, Marseilles & London.
"ANTENOR" 13th Jan. Singapore, Marseilles & London.
"HECTOR" 4th Mar. Singapore, Marseilles & London.
"BARRETON" 7th April. Singapore, Marseilles & London.

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AMERICAN ORIENTAL MAIL LINE

"TRANS-PACIFIC EXPRESS SERVICE"
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

PRESIDENT MADISON September 30th, 5.00 p.m.
PRESIDENT JACKSON October 12th, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York
\$120-\$112-\$110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railway. Any Line on the Atlantic. Through accommodation and Booking Arranged.

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PRESIDENT MCKINLEY October 16th, 5.00 p.m.

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by Admiral Oriental Line, Managing Operators
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THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

Regular Freight and Passengers Service for Hongkong, Hongkong, and return.

Expected on
or about

M.S. "Bintang"
(2777 tons)

Subject to change without notice.

For further particulars please apply to—
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Agents.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "ASIA"

will be loading for Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports on or about 26th October 1923.

Further Sailings:— { Expected on or Will leave homeward bound about on or about.

M.S. "Java" 15th October
M.S. "Afrika" 15th November
M.S. "Malaya" 10th December

Subject to change without notice.

For further particulars please apply to—
JOHN MANNERS & CO., LTD.
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TWO-WAY SERVICE



To Manila, the
Sulu, Colombo,
Egypt, the Medi-
terranean, and
New York.

To America—
across the
Pacific via
Honolulu.

WHETHER you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

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Eastbound: Shanghai, Kobe, Yokohama, Honolulu.
Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world.

NEXT SAILINGS

EASTBOUND

PRESIDENT PIERCE

Sept. 26, 5.00 p.m.

PRESIDENT TAFT

Oct. 10, 5.00 p.m.

WESTBOUND

PRESIDENT POLK

Sept. 20, 8.00 a.m.

PRESIDENT TAFT

Oct. 2, 8.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

FOR PASSENGER OR FREIGHT RATES, APPLY TO

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Sailing from Hongkong

TAIYO MARU October 4th.
TENYO MARU October 18th.
KOREA MARU (Omit Honolulu) November 3rd.
SHINYO MARU November 17th.
SIBERIA MARU (Omit Honolulu) November 29th.

Proceeds up River and berths alongside Mantatsu wharf at Shanghai
KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80

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Sailings from Hongkong

ANYO MARU October 17th.
BOKUYO MARU November 28th.

Y. TSUTSUMI, Manager.

Agent at Canton.

King's Building.

Messrs. T. E. GRIFFITH, Ltd.

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\$120 \$112 \$85 \$80

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SAILINGS

TO VICTORIA AND VANCOUVER via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Yan'ner
EMPRESS OF AUSTRALIA	Oct. 2	Oct. 5	Oct. 7	Oct. 10	Oct. 21
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 7	Nov. 16
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16
1923					
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 15	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 15	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 15	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 29	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 19	June 30
EMPRESS OF ASIA	June 25	June 27	June 30	July 3	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	E/Asia	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	Oct. 10	Oct. 12	Oct. 12
Oct. 21	Oct. 23	Oct. 24	Oct. 26	Oct. 26
Nov. 4	Nov. 6	Nov. 7	Nov. 9	Nov. 9

Passenger Department:

Freight and Express:

Tel. C. 762.

Tel. C. 42.

Cables: "GACANPA."

Cables: "NAUTILUS."



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Gorjistan	Java	In Port	24th Sept.	Batavia
Tjkarang	Shanghai	In Port	27th Sept.	Amoy & S'hai
Engano	Java	25th Sept.	3rd Oct.	Batavia
Tjiliwong	Japan	1st Oct.	8th Oct.	Batavia
Tjibesar	Java	5th Oct.	8th Oct.	Amoy N. China
Toba	Shanghai	5th Oct.	8th Oct.	Mei-shan Japan
Tjiselak	Java	7th Oct.	10th Oct.	Batavia
Tjibodas	Amoy	8th Oct.	17th Oct.	Batavia
Tjikin	Japan	15th Oct.		
Tjilroem	Japan	16th Oct.		

† Via Macassar

† Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

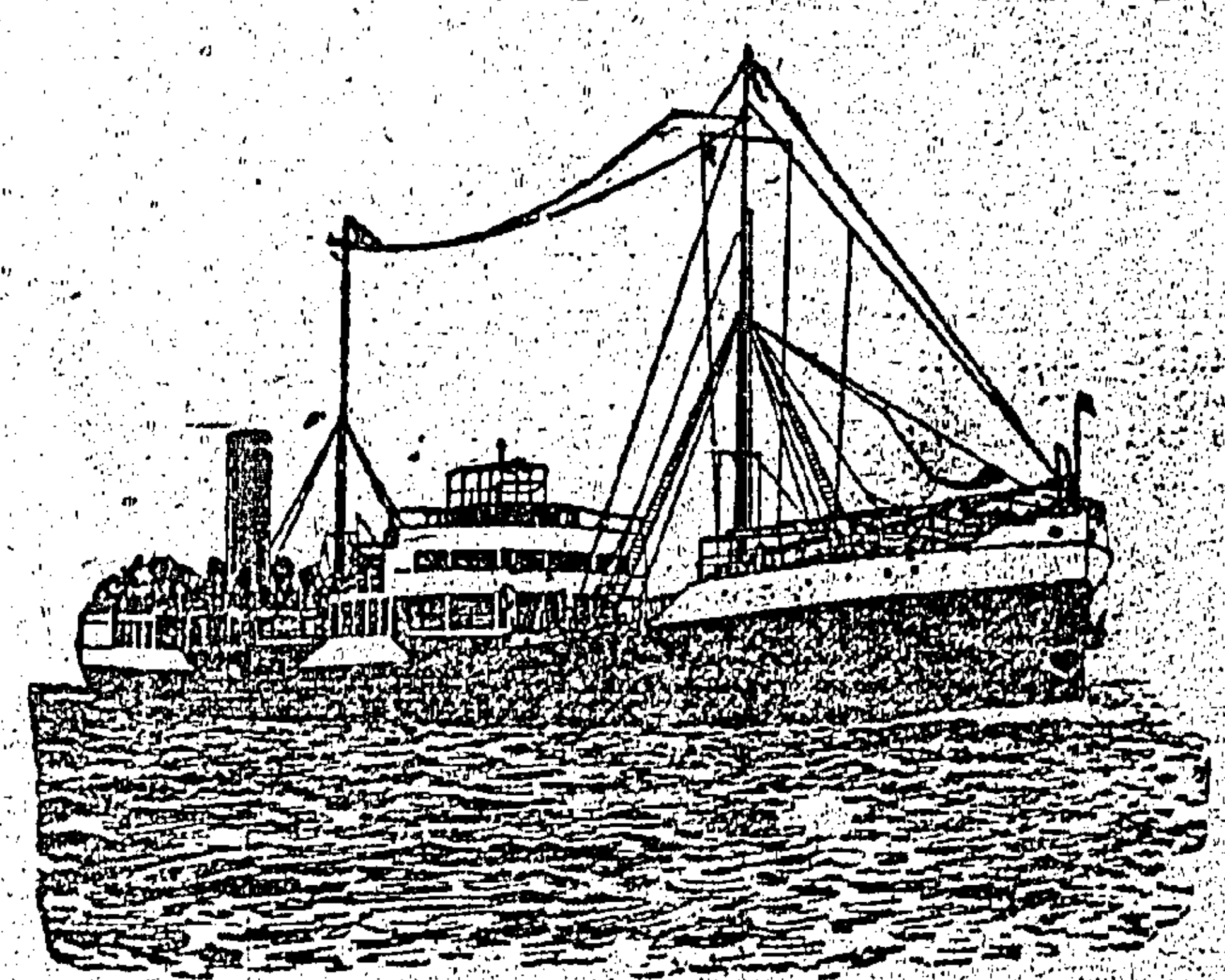
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OIL TANK STEAMER "PALUDINA"

412' 9" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 r.p.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of a similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. 80, M.L.N.A., Kowloon Dock, Hongkong.

WHY HE STOOD STILL IN THE STREET.

Australian's Grievous Flight.

"Sometimes I had to stand still in the street as everything seemed to be spinning round," said Mr. Harry Anderson, of 2 Carey Avenue, Dunedin, Australia, when giving details of his long and acute sufferings from indigestion. Fortunately he found complete cure in Dr. Williams' Pink Pills, as so many thousands of other stomach sufferers throughout the world have done. His testimony is as follows:—

"I suffered very badly for several months from that terrible complaint, Indigestion," said Mr. Anderson. "I hardly felt able to eat a meal; in fact food seemed to sicken me. When I did eat I always felt as if I had a heavy weight in my abdomen. This made me dull, sleepy and depressed. My breath was offensive and I had an unpleasant taste in my mouth. Headaches and pains across the eyes troubled me. I sometimes had to stand still in the street as everything seemed to be spinning round. I had difficulty in drawing a full breath, as a pain would shoot through my chest to my back."

"Medicine prescribed for me did no good at all, so on the advice of an acquaintance at last I tried Dr. Williams' Pink Pills. Then I began to improve; my appetite gradually became better, and I could eat a good meal without feeling afraid of the after effect. This in itself was a blessing, but I got well in every part. Dr. Williams' Pink Pills thoroughly cured me."

The big need in Indigestion is new strength for the stomach and Dr. Williams' Pink Pills for Pale People give this through the blood and nerves.

Chemists everywhere sell them, or post free, \$1.50 per bottle, \$3 for 6 bottles, from the Dr. Williams' Medicine Co., 60, Kiangso Road, Shanghai.



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INSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KARMA	9,128	3rd Oct. noon	M's, London & Antwerp
SOUDAN	6,696	14th Oct.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SIOLIA	5,813	28th Oct.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	31st Oct.	Marseilles, L'don & A'werp
MANUVA	10,902	14th Nov.	Marseilles & London
KALVAN	9,118	28th Nov.	M's, London & Antwerp
KASHMIR	8,985	10th Dec.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	12th Dec.	Marseilles & London
KASHGAR	8,105	26th Dec.	M's, London & Antwerp
MACEDONIA	1,103	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M's, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Red Sea Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,006	30 Sept. 1 p.m.	S'pore, Penang, Rangoon & Calcutta
FALAMBA	8,018	8th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Oct. 10 a.m.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	4th Nov.	Island, Townsville, B'bane,
TANDA	6,358	2nd Dec.	S'ney and Melbourne.

*Calls at Iloilo & Kolambagan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	26 Sept. noon	Amoy, Moji, Kobe, Osaka & Yokohama
KHIVA	9,135	2nd Oct.	Shanghai Moji & Kobe.
SIOLIA	5,813	2nd Oct.	Shanghai & Kobe.
ST. ALBANS	4,500	10th Oct.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

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MACKINNON, MACKENZIE & Co., Agents.

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JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAPP	28th Sept.	GLENMOY	3rd October
CARMARTHENSHIRE	15th Oct.	LONDON	Rotterdam & H'burg.
GLENLUCE	1st Nov.	GLENAPP	13th November
CARMARTHENSHIRE	12th Nov.	LONDON	Rotterdam & H'burg.
GLENDEG	26th Nov.		
GLENARA	13th Dec.		

Movements are subject to change without notice.

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AGENTS THE GLEN LINE, LTD.

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(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong

S.S. "MALVERNIAN"	via Suez Canal	19th Sept.
S.S. "TEUCER"	via Suez Canal	28th Sept.
S.S. "WALTON HALL"	via Suez Canal	7th Oct.
S.S. "EURYLOCHUS"	via Suez Canal	19th Oct.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

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BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, BONGKONG & CANTON, JARDINE MATHESON & Co. Ltd., CANTON

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Lines)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	30th Aug.
ISLA DE PANAY	28th Oct.
LEGAZPI	19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 9th Oct.

LEGAZPI ... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Building, Hongkong.

O. D. BARRETT, 144, 146, Centre Avenue, B. C.



... SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Connections in U.S.A. and Canada.

SHIZUOKA MARU	Friday 2nd Oct. at 11 a.m.
YOKOHAMA MARU	Wednesday 28th Oct.
MARSEILLES, LONDON & ANTWERP	Wednesday 30th Sept. at 11 a.m.
HAKONE MARU	Saturday 10th Oct. at 11 a.m.
SUWA MARU	Saturday 24th Oct.
FUSHIMI MARU	End of Oct.
BAMBURO via LONDON & ROTTERDAM & Ports.	
MITO MARU	Saturday 3rd Oct.
LIVERPOOL via ADEN & MARSEILLES, GLESGOW	
DURBAN MARU	Saturday 3rd Oct.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday 21st Oct. at 11 a.m.
MISHIMA MARU	Wednesday 13th Nov.
NEW YORK and/or BOSTON via PANAMA	
LISEON MARU	Monday 12th Oct.
BUENOS AIRES via Singapore, Durban & Cape Town.	
AWA MARU	Monday 2nd Nov.
BOMBAY via Singapore & Colombo.	
TOYOKO MARU	Tuesday 29th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Friday 9th Oct.
NAGASAKI, KOBE & YOKOHAMA	
MISHIMA MARU	Thursday 15th Oct.
SHANGHAI, KOBE & YOKOHAMA	
AWA MARU (Kobe Direct)	Sunday 27th Sept.
DELAGOA MARU	Wednesday 30th Sept.
HAKUSAN MARU	Wednesday 5th Oct.
KITANO MARU	Wednesday 20th Oct.

For further information apply to— NIPPON YUSEN KAISHA, S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sails 6th Oct.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME)

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRO"	Sails about 10th Oct.
S.S. "NIPPON"	Sails about 10th Oct.
S.S. "SILVIO PELLICO"	Sails about 12th Oct.
S.S. "PERSIA" (cargo only)	Sails about 12th Oct.
M.S. "VIMINALE"	Sails about 10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'ASTA"	Sails about 25th Sept.
S.S. "ROSANDRO"	Sails about 31st Oct.
S.S. "NIPPON"	Sails about 1st Dec.
M.S. "VIMINALE"	Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 1st Oct.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 30th September.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

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In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

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CANTON LINE—Sailings from Hongkong, Monday, Wednesday, and Friday. Sailings from Canton, Tuesday, Thursday, and Saturday at 8 a.m.

MACAO LINE—Sailings from Hongkong daily at 8 a.m. and 2 p.m. daily (Sundays, 9 a.m. only); and from Macao at 8 a.m. and 2 p.m. (Sundays, 4 p.m. only.)

SUNDAY EXCURSION On Sunday 27th Instant, s.s. KINSHAN will leave Hongkong at 8.30 a.m. from Company's Wing Lok Street Wharf, and leave Macao at 4 p.m.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., Ltd.

COAST SHIPPING.**THE BANK LINE, LTD.**

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" via Suez Canal 19th September.

S.S. "WALTON HALL" " " 7th October.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Loading for Manila, Boston, New York.

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Loading for Mauritius, Delagoa Bay, Durban, East London,

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Through Bills of Lading issued to Beira, Quilimane, Ibo,

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Sailings from Singapore on 6th of every month by "City

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THE BANK LINE LTD.

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AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This vessel will sail hence on her maiden

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FOR

MANILA, PORT BANGA, TUESDAY ISLAND AND

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Regular Service of Fast, High Class Coast Steamers having

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
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Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
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GRILL ROOM

Telegrams "Europe Singapore".
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The same perfect quality as in the
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EARLIER TELEGRAMS.

FRENCH DEBT TO U.S.A.

Paris, September 25.

According to *Le Matin* the French delegates to the Washington Debt Commission offer to incorporate in the principal of the War debt amounting \$2,933,000,000 the American war stocks purchased by the French government for \$407,000,000 in 1919 and repayable in 1929, thus totalling \$3,340,000,000. France accepts 62 years, fixed by Congress, for spreading over the payment and does not ask a moratorium, but as does ask for a suspension of payments in case of necessity. France proposes to pay \$25,000,000 annually for the first five years including \$20,000,000 interest already due for American war stocks. Thereafter for five years \$30,000,000 annually and thereafter for six years \$50,000,000 and from 1946 for the last forty-two years on an ascending scale to \$80,000,000 annually. It is understood that M. Caillaux will endeavour to obtain a financial respite for the next two years and a revision of payments according to capacity to pay.—*Reuter*.

Washington, September 25.

The French debt funding negotiations will begin seriously to-day. M. Caillaux has already tabled a definite offer which he says he wrote himself aboard the ship and wherein his colleagues united. The French suggestions are said to be unacceptable to some of the American Commissioners but it appears that the majority are willing to use them as a starting point for further negotiations.

New York, September 25.

Special despatches from Washington to the morning papers all agree that the French offer is not acceptable.

The *New York World* says that the American Debt Commissioners are thoroughly disappointed.

The *Times* says the French offer is made for bargaining purposes and the Americans do not regard it as an official proposal.—*Reuter's American Service*.

THE MOROCCO WAR.

Madrid, September 25.

A communique from Morocco states that the withdrawal of troops which participated in the operations in the Alhucemas sector was carried out without incident. The enemy left 300 dead and 300 prisoners.—*Reuter*.

An official despatch makes it clear that the withdrawal mentioned earlier refers only to the return of the column commanded by General Perez to its base. It adds that General Saro's column bivouacked and captured positions.

The communique adds that Wednesday's victory has increased the difficulties of Abd el Krim in raising fresh contingents and concludes saying that the French and Spanish headquarters are now arranging the final details for the coming offensive wherein the French will closely collaborate with the Spaniards.

Telephonic communication has been established with Marshal Petain's headquarters and a Tetuan staff officer from Melilla aeroplane to Taza which the French occupy. Only fifteen Rifian prisoners, not 300, were captured on Wednesday. The capture of Morro Viejo and Mount Malmusi, Bonita Bay, has solved the problem of water supply for the Spaniards because they are springs there.—*Reuter*.

OBITUARY.

BARON ARATA HAMAO.

Burned in a Bonfire.

Tokyo, September 25.—Baron Arata Hamao, President of the Privy Council, died this afternoon from injuries resulting from this clothes catching fire at a bonfire yesterday.—*Reuter*.

[Baron Arata Hamao was born in Tajima in 1849. He was Councillor of the Department of Education in 1878 and Vice-President of the Tokyo University in 1884. Director of the Special Education Bureau in 1889. President of the Tokyo Imperial University in 1893. 97. Minister of Education in 1897. He was also Lord Steward to the Crown Prince.]

SHANGHAI INCIDENT.

STRIKERS FIRED ON.

Nine Wounded.

(Our Own Correspondent.)

Shanghai, September 25.—A party of Fengtien soldiers guarding the Japan-China cotton mill at Pootung to-day fired on the disaffected workers. They wounded nine including three women. The incident happened after the management had requested the soldiers to disperse the workers, who had presented a demand for the reinstatement of agitators discharged for refusing work.

Shanghai, September 25.—Employees of the Japanese cotton mill at Pootung on the opposite side of the river struck yesterday morning owing to the alleged dismissal of a number of their comrades. They refused to vacate the mill. The management requested the assistance of Chinese soldiers to clear the premises. The strikers resisted and the soldiers fired, wounding six men and three women.—*Reuter*.

AVIATION.

DE PINEDO IN KAGOSHIMA.

Kagoshima, Sept. 25.
Major De Pinedo has arrived.—*Reuter*.

SUBSCRIPTION GRIFFINS.

THE FIRST BATCH.

Eight Drawn For Last Evening.

The first eight of the forty-five Subscription Griffins for the Hongkong Jockey Club arrived in the Colony on the s.s. Tungshing on Thursday evening and were drawn for at the Jockey Club stables at Causeway Bay yesterday. The eight are all of a batch of fourteen that survived the test at Shanghai.

A number of members of the Jockey Club were present when the draw was made, including Mr. H. Birkett (Steward), Mr. G. K. Hall Brutton (Starter) and Mr. R. J. Patterson (Clerk of Course). The result of the draw was as under:—
No. 1 Bay. Mr. R. M. Austin.
No. 2 Dun. Mr. E. L. Hosie.
No. 3 Bay mare. Mrs. T. E. Pearce.
No. 4 Grey. Mr. A. H. Carroll.
No. 5 Ches. Mrs. L. Dunbar.
No. 6 Ches. Lady Chater.
No. 7 Blue dun. Messrs. Dyer and Beith.
No. 8 Ches. Mr. Dynasty.

The shipment was generally regarded as satisfactory. The chestnut pony drawn by Mr. Dynasty appeared to be the best of the bunch, whilst Mr. Carroll had a nice looking grey with the Shanghai "R" upon it. Mrs. Dunbar and Mr. Hosie securing promising animals.

EDUCATION AS EXPIATION.

RESULT OF CANING A CHILD.

Because she had promised to make remuneration by providing the girl with a convent education, Mr. E. W. Hamilton took a lenient view of a woman's offence, when charged at the Kowloon Magistracy yesterday with cruelly ill-treating a small girl entrusted to her care by the child's mother who had returned to the country.

Mr. R. E. A. Webster appeared for the defence.
Dr. I. Newton, medical officer in charge of Kowloon, said that he examined the child and found a number of bruises on her back and legs. The marks were consistent with the use of a cane. He expressed the opinion that the chastisement had been too severe. The girl was very respectably dressed and only seven years old. She made a statement in which she said that she had lived with the defendant but had been driven away. The marks on her back were caused by the defendant who beat her with a cane.

Before opening his defence, Mr. Webster said that the case seemed to him to rest entirely with his Worship as to whether he considered the beating to have been unduly severe.

His Worship: On the medical evidence I do not think I have the slightest doubt about that.

The defendant was put into the box and stated that she had kept the child since it was a few days old. On the day of the assault, the girl had laid on the wet floor and was beaten on that account. In answer to his Worship she said that she was willing to pay for the child's education at the Italian Convent till the mother returned from the country.

His Worship said that in view of her promise he would register a conviction but postpone execution of the sentence to see if the promise was carried out. It was brought to his notice that the girl was well nourished and as the woman was attempting to make amends, he would probably fine her \$100, but that was not definite. But for her promise he would have inflicted a fine of \$250 or three months' hard labour.

BOLSHEVIKS IN JAPAN.

OBJECT TO POLICE RESTRICTIONS.

Tokyo, September 25.—It is learned from an official source that the Soviet Embassy in Tokyo has requested the Japanese Government to relax their police restrictions on the four Russian labour delegates visiting that country. It is understood that the Japanese Home Office has made some concessions but as the constant police supervision prevents the carrying out of the original programme the delegates are leaving for Osaka this evening instead of on the 28th.—*Reuter*.

Entertainments.



Daily at
2.30,
5.15,
7.15,
9.15.

Sundays
at
6 p.m.
7.30,
9.15.

Change of Programme
Tuesday—Thursday—Sunday

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FIRST NATIONAL

presents

ANNA Q. NILSSON

and

MILTON SILLS

in

REX BEACH'S

THRILLING DRAMA OF THE OIL FIELDS

FLOWING GOLD

—THE STAR

TO-NIGHT

CARL LAEMMLE presents

VIRGINIA VALLI and **NORMAN KERRY**

The PRICE of PLEASURE

With a great all star cast including
LOUISE FAZENDA, TROY BARNES, KATE LESTER,
GEORGE FAWCETT and WARD CRANE

"They loved not wisely but too well!"
—Little Linnie Randall from the "Bargain Basement" and her millions.
And the bargain they made didn't work as smoothly thought. Who is the price of pleasure? Their terrible ordeal will give you the biggest picture treat ever.



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